VOLUME IV NUMBER 2

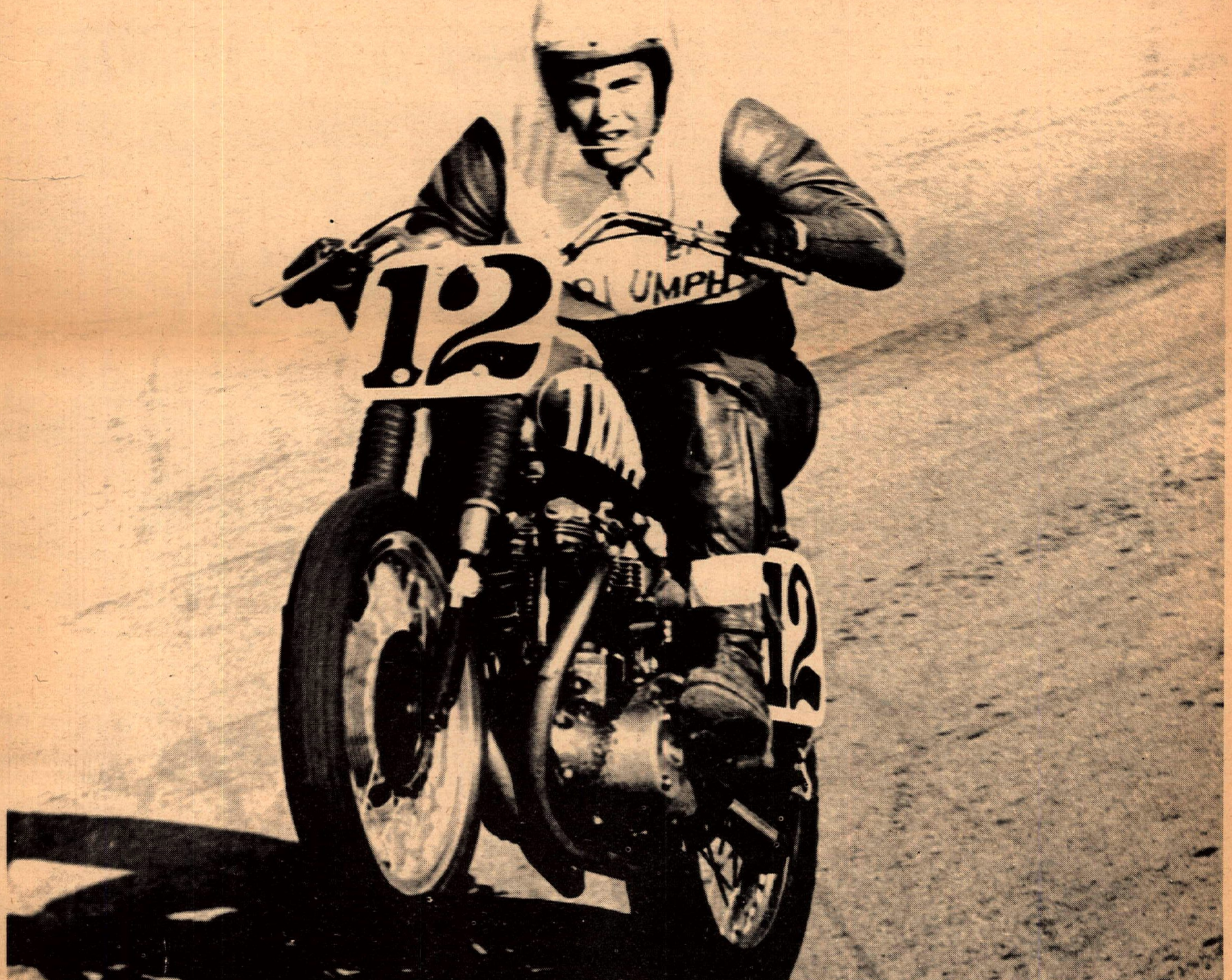
JANUARY 19, 1967 through JANUARY 25, 1967

CYCLE NEWS

25¢

"AMERICA'S ONLY WEEKLY MOTORCYCLE NEWSPAPER"

ICE RACING * CARLSBAD ** INDOOR SHORT TRACK



SECOND CLASS

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"THE VOICE OF CALIFORNIA"

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CALENDAR OF EVENTS

Lets go to a motorcycle event this weekend.

THURSDAY, JANUARY 19, 1967

S.C.T.A. MEETING—Nominations and elections of Trials Association officers will be held at Bill Landefeld's M.C. shop, 10106 S. Normandie Ave., starts 7:30 p.m. sharp.

SATURDAY, JAN. 21, 1967

INDOOR SHORT TRACK. A.M.A. sanctind. Starts at 8 p.m. Long Beach Arena, foot of Long Beach Blvd., Long Beach. 100cc & 250cc classes. Practice noon to 4 p.m. Pit gates for racers open at 5 p.m. close at 6:30.

SUNDAY, JAN. 22, 1967

TRIALS—S.C.T.A. sanctioned event at Dana Point area. Starting time 10:30 a.m., all trophies to be awarded after events.

ENDURANCE RUN — Sonova Pass M.C., Sonova. For further info contact club at P.O. Box 259 or call 532-2376.

HARE SCRAMBLES — Path Finders M.C. of Fresno at Three Rocks. For info call Wilson's Triumph, 443 Broadway, Fresno, AD. 70215.

MOTOCROSS. First of Silver Cup Series sponsored by A.C.A. First event at 10 a.m. with all classes signed in by that time as events will run under motorcross system with each rider having three rides. Event to be held at Castaic Park located North of Los Angeles on Hwy 99, ½-mile past County Honor Farm. Take left turn and go west on Hasley's Canyon Road 5 miles to track. Concessions, ambulance and toilet facilities will be available.

POKER RUN. NeverReady's M.C. 1st annual road Poker Run. A.M.A. sanctioned, R.R.C. points. Post entry $1.25. Starts 8-9:30 a.m., Santa Ana Harley, 50½ E. 4th St., Santa Ana Trophies and prizes galore with food avail. at finish. Live Western swing band at the surprise finish which could be indoor-outdoor. For information call (714) OV 8-7477.

8th ANNUAL WINTER ENDURANCE RUN. AMA sanction and rules, entry $3.00, post entry $4.00. Entries close Jan 18th at midnight. First rider out at 9:01 a.m. Start and finish at Sugar Pine, 14 miles east of Sonora, Calif. Follow the lime from Hwy 108 east of Sonora to the start. 100 miles of dirt roads and trails, very little highway, 24 miles per hour average. Write to Sonora Pass M.C., Inc. for further info and entry blanks. P.O. Box 259, Sonora, California.

HARE SCRAMBLES. Desert Challengers M.C. District 37 point run. Entry fee $3.25. Starting time 10 a.m. 2- 40 mile loops, trail bikes 1 loop. Limed 10 miles north of Victorville on left side of Barstow Freeway. Campout on Saturday night, but bring your own food and water.

A.M.A. SHORT TRACK RACING. Ascot Park in Gardena. 250cc's only, Novice, Amateur and Expert. Pit gates open at 10:30 a.m. and close at noon. First race at 2 p.m.

SATURDAY, JAN. 28, 1967

1966 TROPHY AWARDS AND DANCE - RRC of Southern Calif. presents their annual dance and officer installation at 8 p.m. at the Anaheim Bowl, 1925 W. Lincoln Blvd., Anaheim Admission $1.50. Pick up your 1966 tour awards, no admission necessary for that.

INDOOR SHORT TRACK—AMA sanctioned, final point race at Cow Palace, San Francisco. Novice, amateur, expert limited to 250cc machines.

SUNDAY, JAN 29, 1967

SCRAMBLES. A winter scrambles on a sandy track for men who like fun, rain or shine. No machine under 200cc allowed! Practice and signup 9:30 a.m. to 11:30 a.m. Race at noon. All riders and machines must comply with AMA and District 36 rules! For further info contact Bob Wayman, 324 N. Main St., Salinas.

HARE AND HOUND, Hilltoppers M.C., AMA sanction, starts at 10 am at Lucerne Valley, Calif. Limed from "Y" in Lucerne Valley. Course is 75 miles of desert.

SANDY TRACK SCRAMBLES—Salinas Ramblers M.C. at club grounds in Salinas. Practice and signup 9:30 a.m.-11:30 a.m., race at noon, rain or shine. AMA Dist. 36 rules, no machine under 200cc allowed. Contact Bob Wayman at 324 N. Main St., Salinas for more info.

SCRAMBLES — Fort Sutter M.C. at Helvetia Park, Sacramento, 2nd annual March of Dimes Benefit. All classes 60cc-650cc, signup and practice 9:00-11:00 a.m., race at noon. Six miles west of Sacramento on Hwy 16, concessions, shaded bleachers, AMA sanctioned. Call George Carter (916) 331-1638 after 8:00 p.m. for more info.

SATURDAY, FEBRUARY 4, 1967

INDOOR SHORT TRACK — Long Beach Arena, AMA-sanctioned, 100cc and 250cc classes. Practice noon to 4:00 p.m. (no license required for practice), pit gates for pro riders open at 5:00 p.m., close at 6:30 p.m. First race 8:00 p.m.

SUNDAY, FEB. 5, 1967

EUROPEAN SCRAMBLES. A.M.A. sanction by the Sage-Hoppers M.C. First annual "Rat Race." Practice at 10 a.m., first ract at 11 a.m. Experts of all classes. Second race at 12 noon. Novices of all classes. Limed from Intersate 5 (Hwy 101). Encinitas and San Marcos Road. Ambulance and all facilities. $3.00 entrance fee with no admittance charge. For info call Bob Gooding (714) 753—2907.

EUROPEAN SCRAMBLES. Deadman's Point. No association affiliation. Pie plates o.k. $3.00 entry fee. 3 separate one hour races. 10 a.m. for trail bikes, 11:15 for all small bikes and 12:30 for all big bikes. Exint campgrounds and picnic area. Scenic rock formations allow total visibility of cource. Turn off Hwy. 66 at Lucerne Valley cutoff, head east to intersection of Hwy 18 in Apple Valley and you are there!

A.C.A. THIRD ANNUAL OPENER ROAD RACE, Willow Springs Internationa Raceway, National points event, all international classes including 100cc and Production, as well as side cars. First event 11 a.m. Practice 9 to 11 a.m.

TT STEEPLECHASE — Ascot Park, 183rd & Vermont, Gardena. First AMA professional TT race of season; novice, amateur, expert.

HARE SCRAMBLES — Ponderosa Ranch Inn, 15 miles east of Lancaster on Ave. J. Rider's meeting 9:45 a.m., first race at 10:00, rain or shine. New course, two 15-mile loops, one loop trail bikes. Trophies to 40% of entries, souvenir pins to all entered. Non-licensed ok, entry $3.00.

TRIALS—Sanctioned by S.C.T.A. at the Canyon Crest area of Riverside. Limed from Central Ave. turnoff of the Riverside Fwy. in Riverside. Starting time 10:30 a.m.

SUNDAY, FEB. 12, 1967

ROAD RACES. A.F.M. sanction, at Cotati. All classes. $8 entry fee, $8 for Grand Prix classes, $3 for production. Free entry to riders traveling over 200 miles.

HARE SCRAMBLES. Prospectors M.C. Watch for further details.

TT SCRAMBLES - Eastside Cycle Park in Tucson, Ariz. Second Sunday of each month until the real hot weather. California riders always welcome. Come early and race all day! Practice from 9 a.m. to noon, races from noon to 4 p.m.

SATURDAY, FEB. 18, 1967

DRAG RACES AT STARDUST - First time ever at Famous Stardust Hotel drag strip, Las Vegas, Nev. Reg Sheldrick promotes, assisted by Bob Ebeling.

SUNDAY, FEBRUARY 19, 1967

AMA SPORTSMAN ROAD RACE Stardust International Raceway, Las Vegas, Nevada. Practice at 9 am, all classes. Entry $5.00 per machine, rider and one mechanic. For further info contact Reg Sheldrick, P.O. Box 1796 Las Vegas, Nevada. Pre Daytona warm up - post entries $2.00 additional.

TT SCRAMBLES—Lightweights M.C. at Perris, AMA sanctioned Dist. 37 point run. Sign-up closes 8:00 a.m. for small bikes, immediately followed by practice; big bike signup opens at noon. Six bikes make a class, 6 100cc entries for Powder Puff. Entry $1.00, admission $1.25.

HARE SCRAMBLES — Four Aces M.C. Dist. 37 point run. More info to follow, or write Box 922, North Hollywood, Calif. 91603.

BERLINER ANNOUNCES 800cc DOHC NORTON, 700cc MOTO GUZZI, FOR U.S. THIS YEAR

Joe and Mike Berliner, co-heads of Berliner Motors, America's largest independent motorcycle distributors, confirmed Tuesday that Norton's long-awaited double overhead cam, twin cylinder 800cc motorcycle will be available in the U.S. in the fall. A 700cc Moto Guzzi v-twin and new surprises from the Ducati factory were also promised by Joe at the end of this week's annual service school for Berliner dealers in Los Angeles.

The 800cc Norton, described by Joe as the "Rolls-Royce of motorcycles," will have electric starting and 60 horsepower. The Moto Guzzi V-twin has already been seen at some shows around the country. It will become available to the public sometime this year.

Mr. J. Pisker of the newly reorganized Norton Villiers Ltd. of Britain promised further improvements in parts supplies. Eng. Bianchi of the Moto Guzzi works and men from Ducati also spoke to the dealers and press assembled at Michael's restaurant in Hollywood.

A Villiers-engined AJS model may also become available in the near future. Berliner promised dealers "100% support" from his distributing firm.

NEVADA SPORTSMAN AWARD

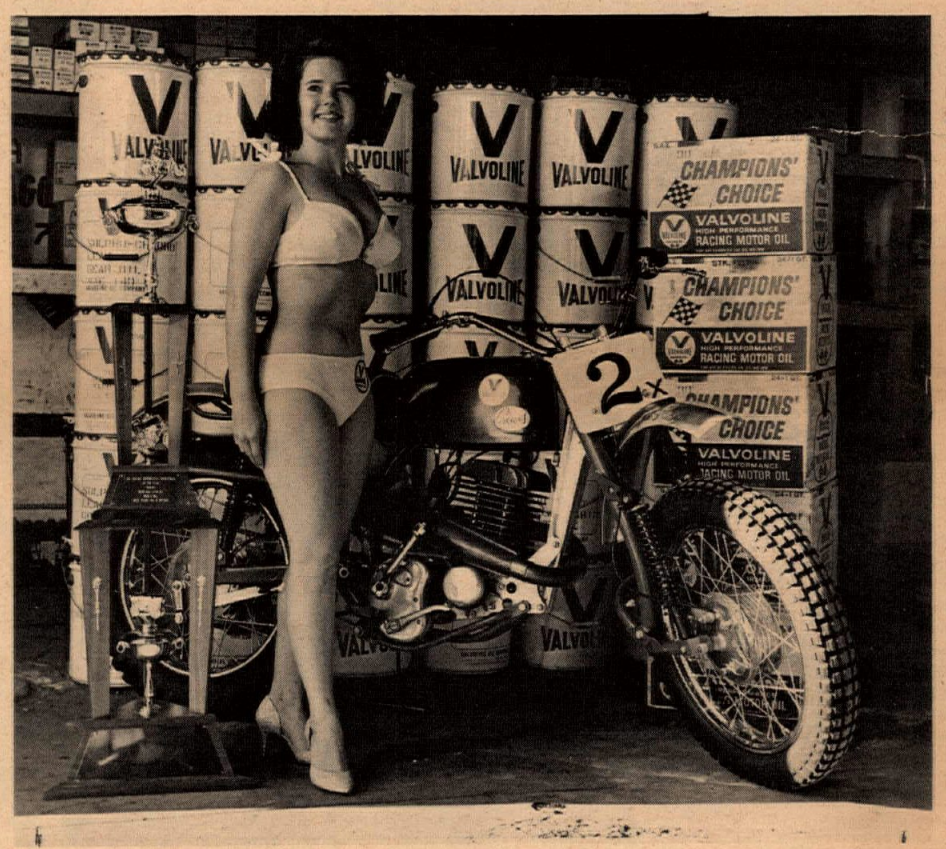
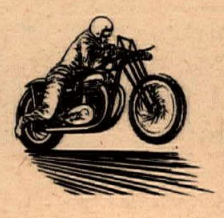


Photo by Marshall Boisvert

Nevada's own Miss Valvoline, Patricia Slack, 21 and married (heck), upstages the giant trophy awarded to the Sportsman of the Year in Southern Nevada. Donated by Herb Hill, local Valvoline distributor and man-about-the-strip, the trophy winner was selected by ballots from competition card holders among Nevada's many motorcycle riders. Says Herb, "In my book the winner of this trophy is the biggest man in competition riding in So. Nevada."

"Hellsfire I'd better tell you who won it," continues Herb. "It was Roy Chivington who was the sparkplug, fire, enthusiasm, help, etc. for all riders and is the one who is now down at the Simi Valley Hospital courtesy of the Dirty Diggers M.C. Corriganville race. It will be awarded at the trophy banquet January 21."

DRAGS CALENDAR



SAN DIEGO DRAGWAY
at Ramona, Calif.
Each Sunday gates open at 8:00 a.m.
Hwy. 395 or 5 and 78 to Escondido and Ramona. Located near Airport.

LIONS DRAG STRIP
Saturday & Sunday
Gates open 1:00 p.m. Sat. and 9:00 a.m. Sun.
One block south of San Diego Freeway at 123rd and Alameda

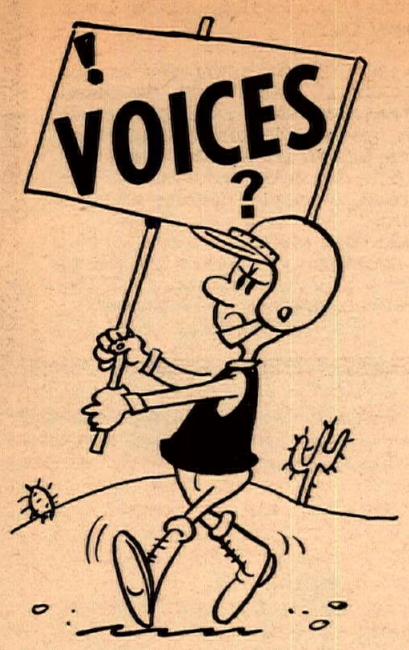
CARLSBAD RACEWAY
Sundays 9:00 a.m.
7 miles east of new Fwy. #5 on Palomar Airport Rd.

FONTANA RACEWAY
San Bernardino Fwy. east to Etiwanda, north to Foothill Blvd., east to strip on left or north side of Blvd.
Gates open at 8:00 a.m.

MADERA DRAG STRIP
Every second Sunday, Madera, Calif. Gates open at 9:00 a.m.
No Fuel Bikes! Gas or street welcome.

FRESNO DRAGWAYS
Fresno, Calif. 4th Sun. of month. Gates open at 8:00 a.m. For info: Blackie (209) 834-5078.

IRWINDALE RACEWAY
Saturdays Gates open at 1:00 p.m. San Bernardino Fwy. east to Rivergrade Rd. North to Arrow Hwy, east to Irwindale Ave. and north to strip on left side of street.



CBM RESPONSES

Re **CBM Recommends**, your Dec. 22—Jan. 11 issue: rather than submit to the 1967 legislature recommendations touching on only a few of the problems contributing to unsafe driving, I fervently hope the CBM is besieged by letters from fellow riders at the earliest possible moment, so that the committee may move for new and improved legislation armed with as complete a picture as possible of the issues. I note the CBM's "Southern Calif. Road Riders Committee" is listed in your own **Club Directory**, for those who care enough to try to take even a small part in the lawmaking of our cycle world, by jotting down their ideas for these folks to consider.

I submit that all drivers in California, first of all, should be given more honest testing, under present laws. a. The written exams should be re-written to include situations involving both motorcycles and freeway traffic, such as crossovers, cycles passing between lanes, and so on. b. Immediate action, without any re-writing, should be taken to more honestly enforce the present test of vision, which now gives individual testers the right to (as in my own case) allow glasses wearing drivers to drive without any stipulation re their being practically blind without glasses on their licenses.

Vision tests can easily be made more demanding, with depth perception, side vision, etc., being incorporated into the tests. Japan does this, and they're not exactly uncrowded, people or time-wise. By the time I completed my eye test in Japan for a license to cycle while stationed there, the authorities knew I could see (with glasses,) and not just straight ahead. My reaction time was measured in many ways. This was over ten years ago, so let's look into what they are doing now! Meanwhile let's see more honest testing — and flunking, where necessary.

In passing, more stringent testing would, I believe, eliminate not just a few of the older generation who find it hard to react at 70 miles an hour when they need help getting in and out of their cars, but also others of lesser years, who over-react, have tunnel vision, emotionally panic when they hear a cycle or miss their turn-off on a freeway, ride bumpers until they break the neck of the fellow in front of them, take the "right-of-way" instead of taking time to intelligently judge each situation, as it evolves...sure, it will take longer to test people, and maybe seem to cost more to do so...but what is the purpose of licensing, to get the greatest number of least able drivers out onto the already crowded roadways, or to be selective, in the name of safe travel, be it cycle or automobile?

ERNEST L. KRUMM
Kerman

M.E.S.C.A. COMMENTS

In regard to your M.E.S.C.A. riding simulator, I feel that a test machine to evaluate the skill and experience of a street rider is an excellent idea in itself. But what I feel is more important is a machine to teach a person to ride a motorized 2-wheeler from **scratch.** So that a new rider would pick the machine of his choice, take it to the training place, firmly bolt it to a frame, over rollers front and rear. Cool the motor with a powerful fan and thus safely initiate the tyro to changing gears, starting, stopping etc. ALL without fear of a crash or fall. Perhaps every dealer should have a machine of this type.

Also, thanks for your hospitality at your open house. I was sorry at not meeting your Office Cat.

JOHN HEDIN
Los Angeles

("What you describe already exists, John. It is called a center stand. Seriously, we tested and discarded rollers. It took so much skill to ride the rollers that there was little attention to spare for anything else. We are now constructing the MESCA Mark III teaching machine for intemediate student-riders. It could be programmed for beginners as you suggest. T.C. our Official Office Cat avoids wild, boisterous parties.")

ALL-IMPORTANT POINTS

I think it would truly be unfair to deprive loners of points just because we do not belong to a club. I have always had the belief that a low number plate was earned by the competitor's ability to **ride**, and not by his ability to take entries, be a flagman or a starter at an event.

I also feel that if a sponsoring club is not large enough to successfully hold an event they should not be granted a sanction, thereby making room for larger clubs which are capable of doing so.

A loner should not have to suffer for the inability of a small club to solicit a larger membership.

I personally know of quite a few riders who do not wish to take time away from their families or other social activities such as school or religious associations just to belong to a club.

DON WILLIAMS #552x
Huntington Beach

("Don, your arguments are sound. However, it is also unfair to discriminate against the man who belongs to a club and right now that is how the rules are set up. Perhaps we should change the rules to permit working club members to add a number of points to their year's total for each race they helped put on. Give them the average number of points they earned per race that year. If it were not for the clubs running the races every Sunday, none of us would even HAVE an earned number. So this aspect must be taken into consideration too."
—Maureen Lee)

No Help for Hurt Rider

As of now the DirtDiggers M.C. hasn't done a thing to help Roy or Arlene Chivington. (Note: Roy Chivington was seriously injured at the DirtDiggers' Grand Prix at Hopetown) At the time Don Kemp of the DirtDiggers said they were going to try and get the riders to take placques instead of trophies and give the dough they would have spent for trophies 70% to Roy and 30% to the other fellow that was hurt. Don also said that the club "lost a coupla hundred bucks on the race." Oh yeah??

Now I ain't too smart but at $5 per entry plus all the spectators, well...? I remember them racing up here and they seemed to have a bunch of good heads and as for the way they have been squawking about the AMA I was beginning to root for them. But if all they are is a bunch of jackasses that only know how to bray, I'm not going to feel sorry for them. Yours for the M/C sport.

HERB HILL
Las Vegas

AMSA TO THE RESCUE!

Until a few weeks ago a road service organization like the AAA didn't exist for motorcycle users. If your machine pooped out or was damaged far from home, you were on your own, buddy. Either lock the bike, hoof it back and get a pickup truck. Or else try and fix it yourself (in the dark, when it's cold). You were lucky if some enterprising thief didn't help himself to your scooter while you went for help.

If you belonged to the American Automobile Association you could sometimes get a service man to agree to pick you up. But your motorcycle had to stay behind, attractive bait for thieves. You couldn't blame the AAA. Their business is with cars, not motorcycles.

But as we said, that was how it was in the past. Now motorcycle riders have a "Triple-A" service association to call in time of need. The name of it is American Motorcycle Service Association, its address 8272 Sunset Blvd., Los Angeles 90046.

THE STORY OF AMSA

Recognizing the very rapid growth of the motorcycling public, it became apparent to a number of people that a service oriented organization for motorcyclists is urgently needed. In March 1966 the American Motorcycle Service Association was incorporated in California as a Motor Club to provide service for motorcyclists.

The law in California is such that Motor Clubs are licensed by the Insurance Commissioner of the State, who demands that a number of rigorous requirements be met by the corporation before issuing a Certificate of Authority to offer motor club services to the public.

Although AMSA (American Motorcycle Service Association) was incorporated in March, it took until November, 1966 for the Insurance Commission to complete its careful scrutiny of AMSA and issue a Certificate of Authority.

Motor Clubs are required by law to post a bond of $100,000. to insure and guarantee that the service offered to the public will, in fact, be provided. In addition, the forms of all contracts, both with members and emergency road service operators must be approved by the Insurance Commission to meet the standards of the Insurance Code.

All the American Motorcycle Service Assn. promises its members is that they will have a serviceman and truck come to the aid of the member within a reasonable time after the call for help is received by AMSA. The AMSA man will pick up your motorcycle in a patented sling and truck you and it to the nearest approved motorcycle shop or to a safe garage, if none are open. There are other ways rescuing you and your motorcycle if you become stranded. But none are as convenient, and most end up much more costly.

A one-year membership in AMSA costs only 15 dollars and, within certain limitations entitles the member to all the emergency road service he will ever need.

Although Amsa's geographical coverage is presently limited to Southern California, their service trucks range as far as Ensenada to the south, Las Vegas to the East and Santa Barbara to the North. Those will not be the final limits of AMSA's ambitions. They are the only club whos e prime concern is with two wheelers.

Prior to approval of AMSA's license, Cycle News was contacted by Dr. Gerhart Summer and Eric Brown, the founders. They towed several disabled motorcycles back from our Ensenada Poker Run in October, just for practice, and we can testify that they did a very good job of it.

There are other benefits to AMSA members besides 24-hour emergency road service. Dealer-representatives are being franchised now to sell the memberships. So see your friendly motorcycle dealer for the rest of the story.

Guest Editorial

(EDITOR'S NOTE— We feel that the writer of the following opinions makes a valid point, that law enforcement agencies should shoulder some of the blame when lawlessness prevails. Certainly the disruptive elements are the guilty ones when a riot occurs, but when we ask "how could this have been prevented?" the finger of blame points in many directions. The "bad guys" are not strong enough all by themselves to disrupt a motorcycle event attended by thousands. They have had a lot of help in the recent past from do-nothing police officials, permissive promoters, bloodthirsty news media and race sanctioning bodies which have consistently failed to require adequate law enforcement at national championship events in the east.)

LOST SHEEP AND THE LAW

Laconia, Springfield, Williams Grove, and what location next drops by the wayside as a token trophy to the present day scum that unfortunately choose a vehicle representative of our fine sport as a means to exploit their end? I do not mean to be repititious, as I know there have been innumerable articles written about this disgusting situation. I have made it a point to read and study all of them and arrived at the conclusion that everyone seems a little bit hesitant to place the blame upon those who so richly deserve it. The blame rests squarely upon the law enforcement agencies in those areas where the disturbances occur. Look at it through their feeble explanations of why the situation existed and I think you will find that only one obvious conclusion exists, "incompetence".

Don't shove it off on our sport gentlemen. Explain to the taxpayers that you may be capable of enforcing traffic regulations, but when a situation arises that requires just a minimum amount of intelligence toward crowd control, you are lost sheep. Your philosophy at the moment seems to be that if you can not cope with it, just cancel it. It's so much less work and a heck of a lot simpler.

Again it would be repititious to explain that there were more arrests at the Rose Parade, the 500 Miler at Indianapolis, the Mardi Gras in New Orleans, etc. Ridiculous isn't it? These folks are law enforcement officers, but they forget the enforcement part when the bums roll into town. I personally have witnessed these occurences far too frequently in all parts of the country, and believe me when I say that all that was definitely needed was the slightest bit of red-blooded effort and action that the representatives of the law are paid to exercise.

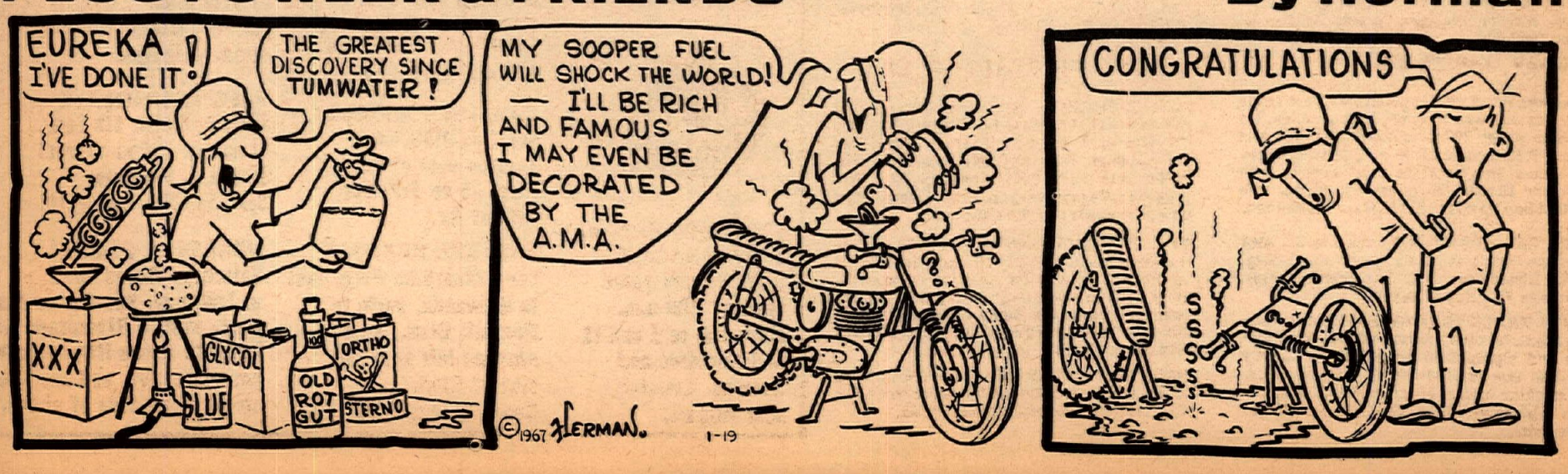
If it sounds like I'm mad, you're right, I am. I'm sick and tired of these public officials in the various areas dumping this problem in our laps. We pay taxes too.

Show me a good police department and I'll show you no disturbance at an event whatsoever. Perhaps a flattering and commending gesture to our own C.H.P. and local law agencies is the fact that California will pick up an additional two national races this year.

A friendly wager: I'll bet it does not happen here. Everything from vigilantes to Lord-knows-what has been suggested, to and by the AMA and associated and interested parties. Forget it. If officers of the law can't handle these problems that are part of any civic organization, they are not worth the effort.

—By Earl E. Roloff

PLUG FOWLER & FRIENDS — By Herman



10th ANNUAL BIG HARE RUN

By Dick Wright

Larry Bergquist, #7 Open Expert rider on a 650 BSA, took the overall win after a long and rough 75 miles of California desert.

The Jack Rabbits Club had one of the largest turnouts for a desert event in recent times last Sunday, with a total of 480 riders. There were 340 open class and 140 trail bikes at their 10th annual Big Hare Run in the desert west of Rosamond.

We were told at the riders meeting that the big bikes would go three 25-mile loops, and the trail bikes would start 10 minutes later and go two 20-mile loops. The long, sandy, and rocky hills for the big bikes were cut out of the trail bike course.

It was a good banner start in rough, bumpy terrain. J.N. Roberts, #13 Expert on a 350 Honda, led it to the smoke bomb, but ran into some trouble in the hilly part of the course and fell back a couple of places.

Malcolm Smith, #21X on a 250 Husqvarna, was then the leader, with Gary Conrad, #5X on a 250 Greeves, 2nd at the end of the first loop, and both of these riders had a big lead at the gas check. Larry Bergquist, charging hard, came in 3rd.

Only about 250 riders, including both the big bikes and the trail bikes, were able to finish the first loop, which shows how rough the course was. The first 10 miles or so to the second check were not too bad, but then the big bikes made a turn up into the high, sandy hills with narrow trails which are hard to pass on, especially after a few bikes had chewed up the course.

Bergquist was able to pass Smith when Malcolm lost his exhaust pipe, and Bergquist also passed Conrad, who made a wrong turn.

Larry's BSA bombed into the gas check in the lead with Smith following, carrying his exhaust pipe. Conrad came in 3rd, and 4th into the gas check was Howard Beach, #33 Open Amateur on a Triumph.

Bergquist was able to hold onto this lead, and came into the finish with a 4-minute span over 2nd man, Gary Conrad. Howard Beach, a fast-moving amateur, picked up a good 3rd spot, and Dave Ekins was 4th overall on his 250 Bultaco Metisse.

J.N. Roberts turned up in the 9th spot, and first 350. Steve Hurd, #35, took the first 500 laurels on his Matchless, for the 2nd week in a row.

Desert hounds were divided in their opinions of the course. The winner said "it was a sandy, hilly, rough course. Tight to race on." But it was a course where your scrambles (and even trials) experience helped improve your finishing position. With 340 big bikes there is bound to be traffic...Even in the desert!

Dick Wright photo

One of 480 riders who turned out for the 10th annual Big Hare Run.

Annette Camp photo

Flattrack and TT ace Bob Bailey likes to ride the desert too.

Annette Camp photo

Getting set for seventy miles across the desert.

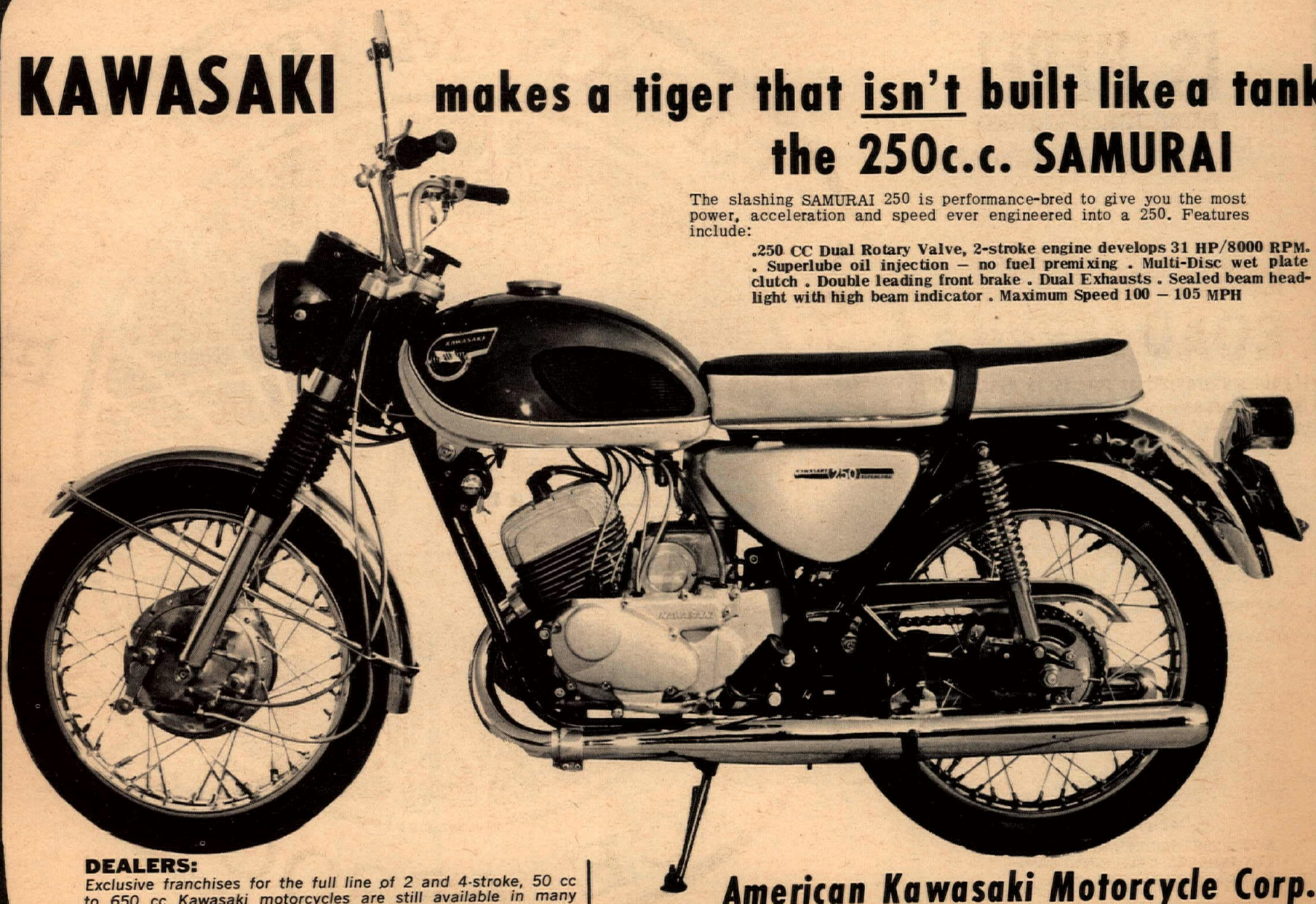
Dick Wright photo

Gary Conrad (5x) made a wrong turn, still wound up second.

KAWASAKI makes a tiger that isn't built like a tank! the 250c.c. SAMURAI

The slashing SAMURAI 250 is performance-bred to give you the most power, acceleration and speed ever engineered into a 250. Features include:

.250 CC Dual Rotary Valve, 2-stroke engine develops 31 HP/8000 RPM. . Superlube oil injection — no fuel premixing . Multi-Disc wet plate clutch . Double leading front brake . Dual Exhausts . Sealed beam headlight with high beam indicator . Maximum Speed 100 — 105 MPH



DEALERS:
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JACK RABBITS TRAIL-BIKE RUN

(Results will appear in Cycle News next week)

Racer Report By Dick Wright

The Jack Rabbits dropped the banner for the trail bikes 10 minutes after the start of the big bikes, to go two 20-mile loops.

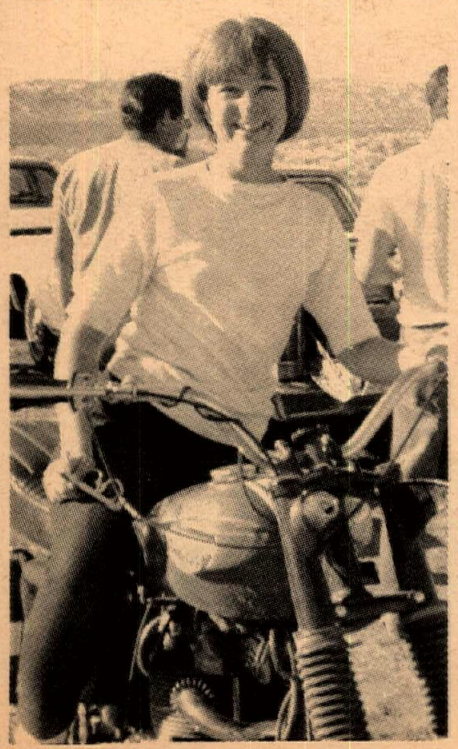
Al Baker, #21 on a Hodaka, led it to the smoke bomb, after which the course dropped into a sandy trail winding between the large bushes. There are at least three trails in this section, and I lucked out and picked the main trail, which saved some time and moved me up a few places. About two miles out, Jack Morgan, #1 on a Hodaka, and Frank Morgan, #3 also on a Hodaka, passed me in the rough stuff.

We came to the second check where the trail course branched off to the right about 100 yards ahead, and with so many bikes there, it was difficult to find the trail bike course. I turned around to ask the guy at the check which way to go, and took off again. I guess the Morgan brothers, who were running about 10 feet apart (how's that for togetherness?) got off on the wrong trail too, because about 2 miles later—up they came to pass me again.

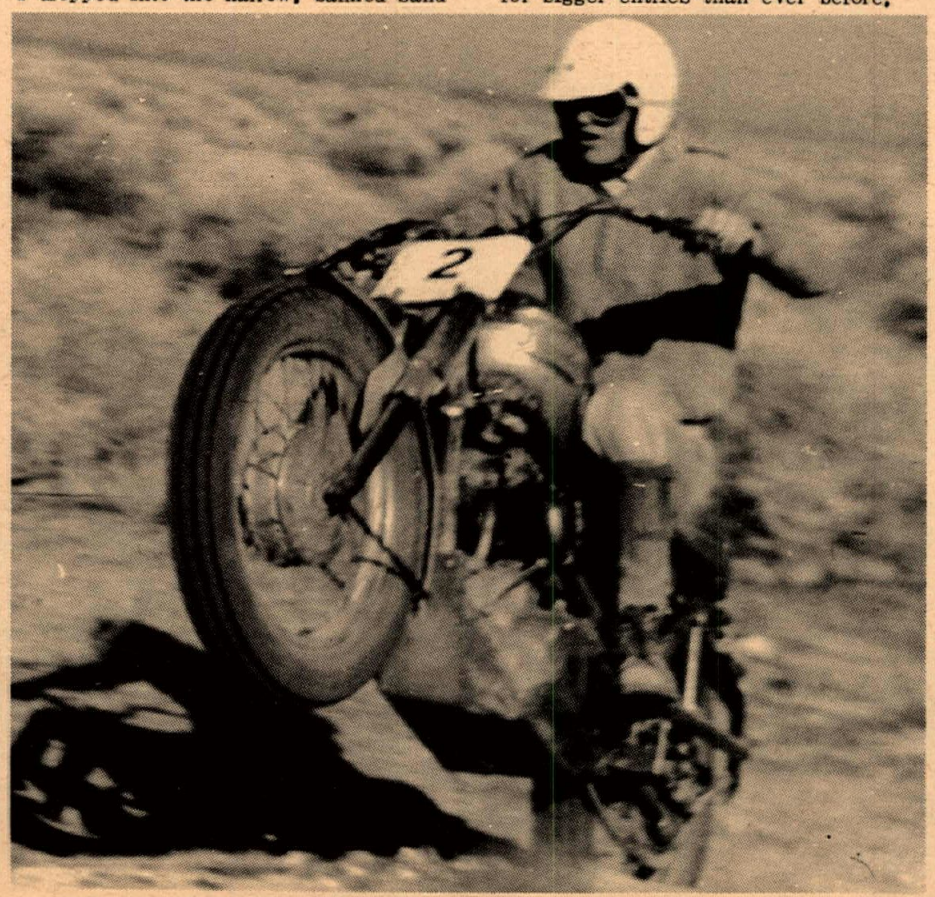
Jack Morgan led it into the pits with Frank right beside him. The second time around, we were right up with the leaders in the big bike class (but only because we took the shorter route,) and I dropped into the narrow, banked sand wash right behind J.N. Roberts. Did he teach me how to bank those sides at high speed? First time I ever saw **anyone** broad-slide on a 45 degree bank!

Jack Morgan came in for the win with Frank on his heels. Jack Froelick, #252 on a Yamaha, came in 3rd, and this guy can really move in a sand wash. I ate his dust for the last 7 miles, and ended up with 4th.

The Jack Rabbits were caught a little by surprise with the large turn-out, and I believe all the clubs better be ready for bigger entries than ever before.



CN's Annette Camp ventured among the sand and sagebrush Sunday.



Above and right, number 2 Desert King Gary Preston in action and at rest.

Malcolm Smith without an exhausting pipe, singing "The world is my expansion chamber."

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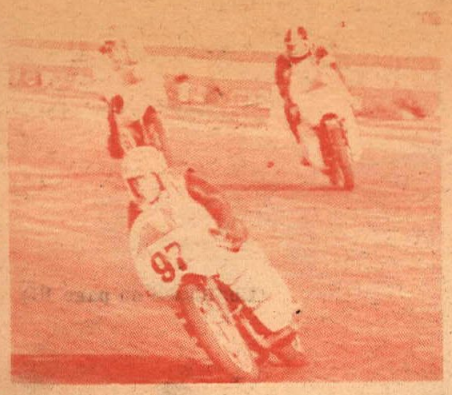
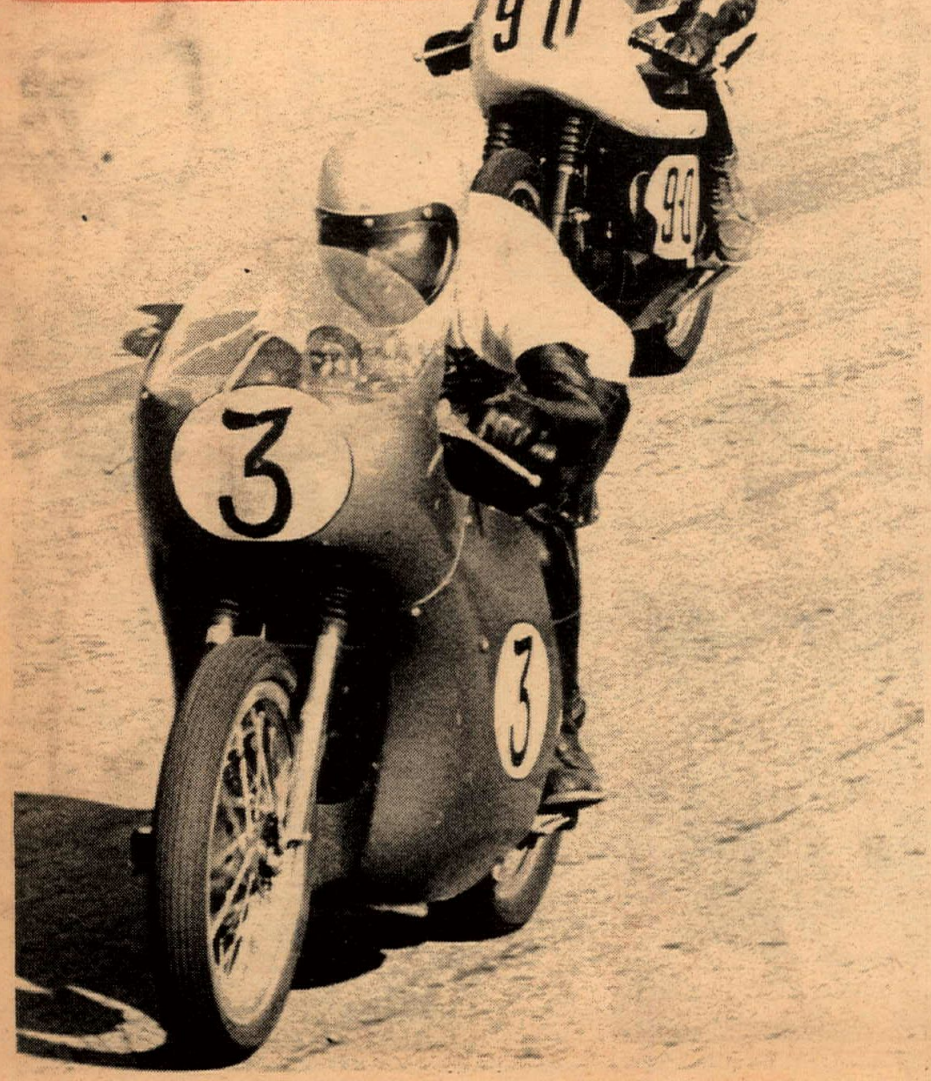
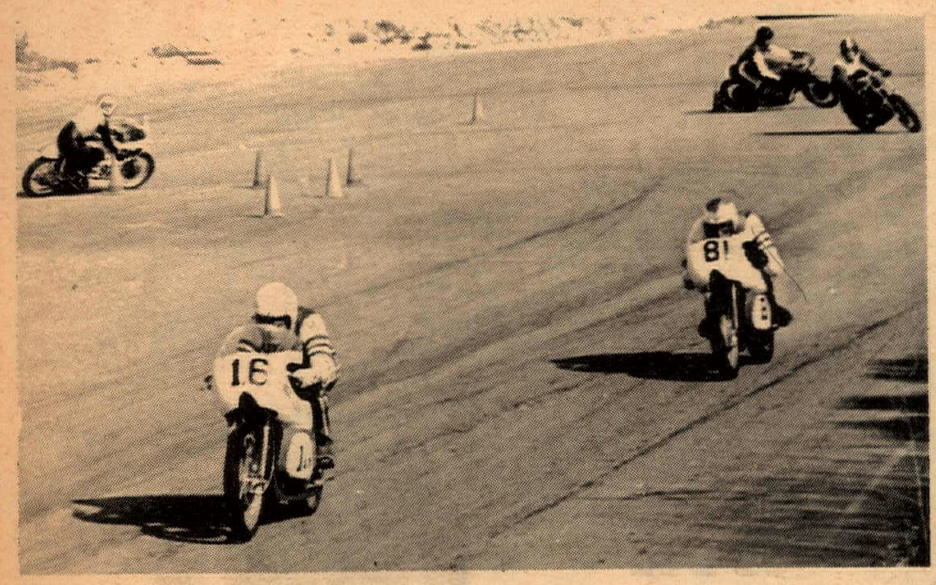




Above: Close racing in the open class. Below: #16 Dick Hammer on his way to victory.

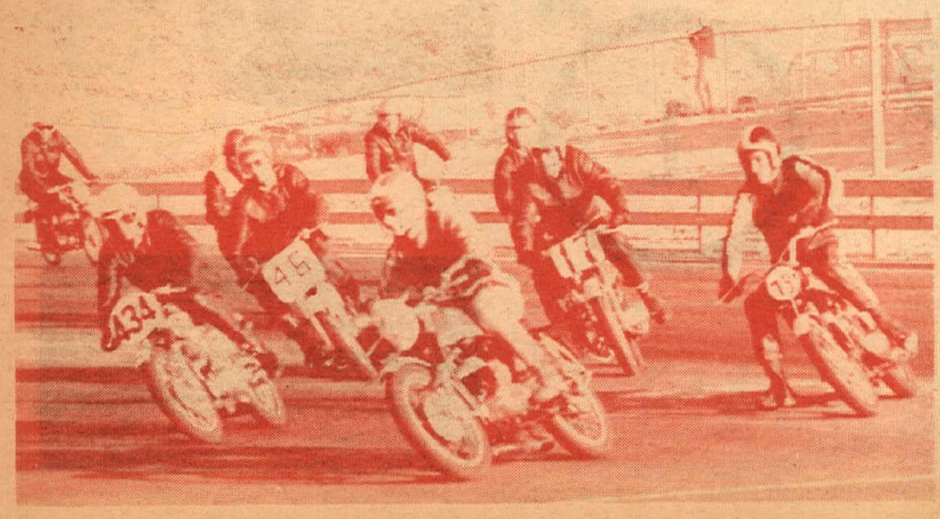


Photos by Dennis Greene

DAYTONA PREVIEW

Hammer and Grant were on the official Suzuki "Team" entries that they will be riding at Daytona next March. Hammer once again came very close to not grabbing the glory as he took a 150 yard sliding spill at the end of the back stretch in practice but the "Iron Man" returned to action with the entire left side of the fairing scraped right down to the metal.

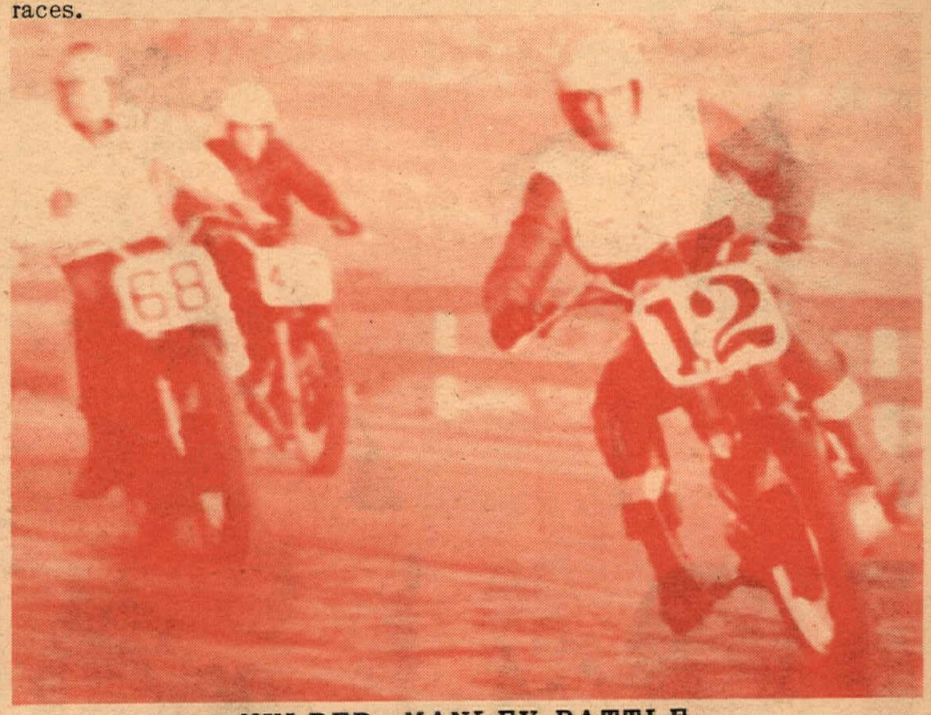
The heats and final for the ultra-lightweights, machines under 250cc's, also produced much action and many riders that are marked for road racing stardom in future events.



AMA road racing off to another great start with the first paved event in the USA for '67 last Sunday afternoon at Carlsbad Raceway.

The sportsmen event for all sizes of machines, including a new production class, drew 140 entries. The 15 event race program again was ticked off like clockwork by the experienced Playboys M.C. with the entire running time totaling a quick two hours and 45 minutes, including the break for intermission.

The races were loaded with veterans and newcomers alike with trophies being divided according to prior experience. Top rated pro's Dick Hammer and Eddie Mulder captured the honors in the open class and 250cc division for the experienced pilots with new names such as Dave Smith, Dave Damron, Frank Fullylove, Roger Bader, Barry Sulkin and John Hately coming to the front for the first time at the home of the western national championship road races.



MULDER–MANLEY BATTLE

Mulder and Bill Manley captured open class heat race wins before coming back to do battle in the ten mile final. Manley was a close second until forced to the pits, leaving Mulder away out in front.

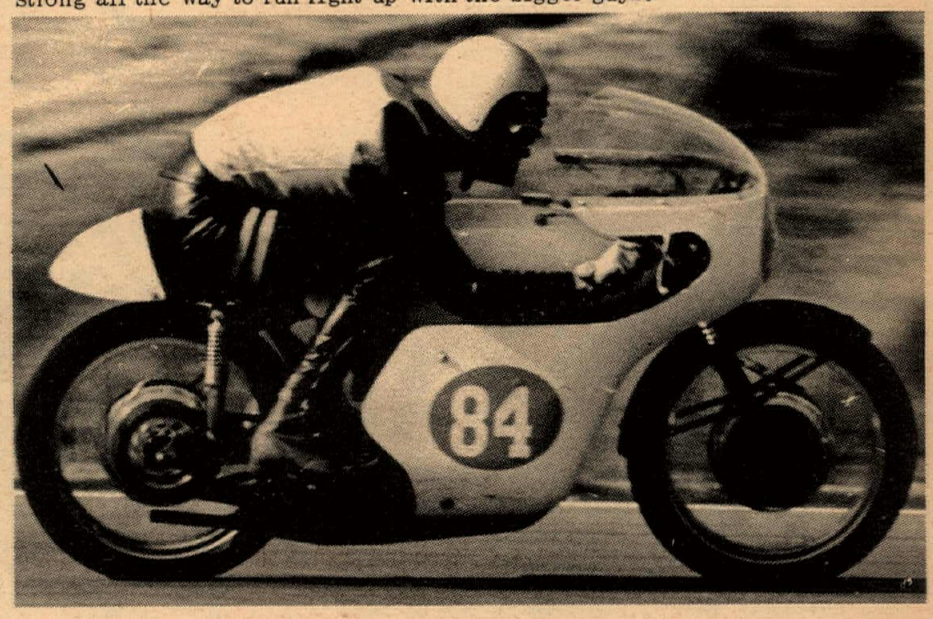
Eddie gave the road race followers a treat usually saved for the TT fans when he pulled "wheelies" on each and every lap at speeds up to 80 mph between the first two turns on a downhill portion of the fast and famous course.

It was the first setback in the big bike class in many a month for Cal Rayborn who could pull no better than a third place behind Travis Petton in the open class. Cal was first in the 500cc class. It was Mulder's second feature win in less than a year and now places him second behind Rayborn in the total win bracket at the national track.

The 250cc race was a Suzuki preview of things to come at Daytona with Dick Hammer in command from start to finish in both the heat and final. Dick clocked a faster lightweight heat race time than either of the big bike class efforts on the long course and breezed to the win in the final after teammate Ron Grant had to make a quick pit stop early in the race.

Walt Fulton made a game attempt to stay with Hammer and ran a solid second ahead of the fast improving Doug Boiles who is in his second year of competition. Dirt tracker Larry Pruett was a respectable fifth and another rider who is fast learning the art of pavement racing.

Racing in for fourth in the 250cc class was young Dave Smith, one of only two riders to trophy more than once during the afternoon. Smith won his heat race and joined Hammer on the front starting line and then came on strong all the way to run right up with the bigger guys.



Top: Mother Mulder scrubs off some speed. Above: Dave Smith won his class riding a Yamaha.

SULKIN SMOOTH

Barry Sulkin was a heat race and main event winner for the machines over 160cc's and was super smooth both times out. Dave Smith looked even better in this group on his 100cc rig as he won his heat race against many of the bigger bikes and then came from 14th in the final to finish a closing second to Sulkin.

Little John Hately captured the crowds favor aboard his 50cc special that looks like a big bike with the pint sized rider fully tucked in down the straights. Little John has quite a few years to wait before turning pro but he is sure winner when the time comes.

The new production class for street motors had a huge entry list for all sizes up to and including 250cc machines. Walt Fulton was a narrow winner over Dave Damron in the 250cc heat race but Damron turned the tables and snowed Fulton under in the main event.

Frank Fullylove, on a 175cc bested his 200cc competitors with Moe Conserriere upsetting the 160cc class on a 125cc road racer. Roger Bader brought out one of the new Kawasaki 100cc bikes and ran extra fast to capture production honors for the little jobs.

There were a few spills but once again the fast tricky Carlsbad course proved to be accident-free. The next sportsmen event by the Playboys will run at Carlsbad on Sunday, February 12th. It will again be open to all rider and will again host a class for production machines.

(Results on page 16)

Above: The popular production pavement pounders power past. Below right #623 is John Hately, son of Triumph Burbank's famous tuner Jack Hately.

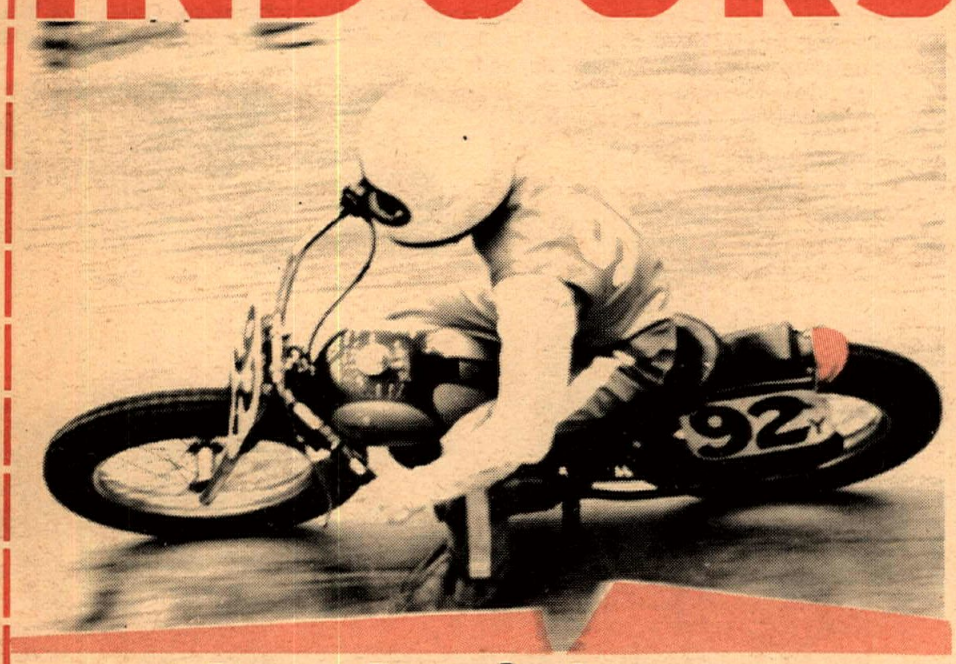
(Continued on page 13)

Above, Walt Fulton Jr. Below, Left, Dave Smith.

Photos by Dennis Greene

Above: Production class pie-platers fought hard, thrilled fans racing with essentially street bikes.

INDOORS OR OUT



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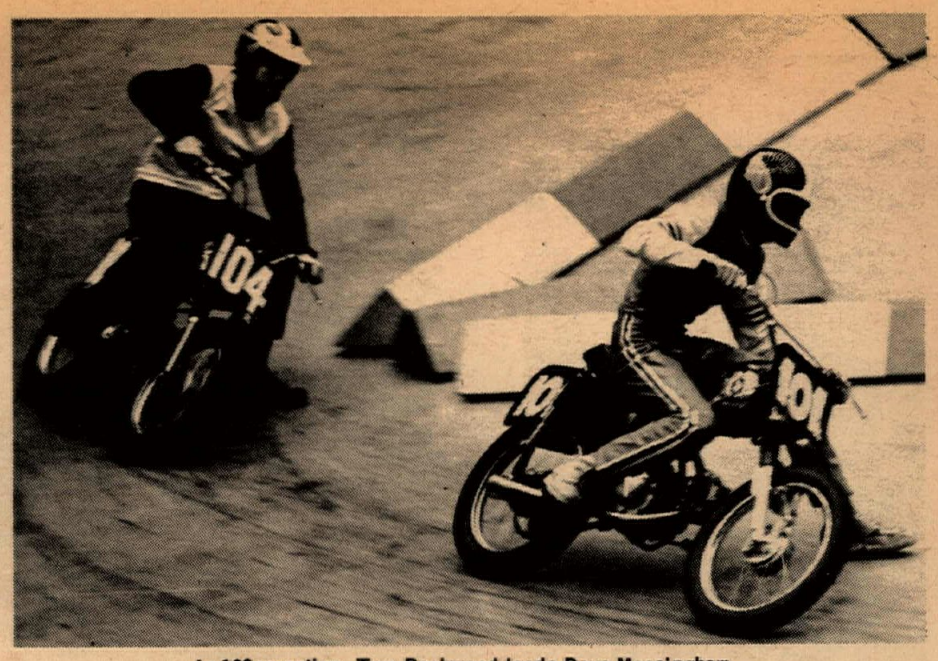
Shorty Seabourne is floored by it all.

Dennis Greene Photos



In 100cc action, Tom Rockwood leads Dave Massingham.

••••••INDURANCE AT LONG BEACH INDOOR••••••

Ex. 92y Butch Corder

This young man, age 21, is known in Northern California as Mr. Short Track, having all but dominated short tracks in Sacramento and Vallejo.

Butch rides a very potent Triumph Cub for his Dad, Lem Corder of Orangevale Cycle Center. These two are an ever present threat at the tracks. Butch was injured in a crash not to long ago, which laid him up for awhile, but now he is back on top again. Butch is married, and he and his wife Alma, along with his Dad can be seen most any race night in this area. So keep an eye on Butch for he's talent on the race track.

For the second straight week the northern California riders outran the southern aces, beating them even worse this time than two weeks ago.

This time it was Sacramento's Butch Corder doing the job on the locals. Butch chased Clyde Litch for over ten laps before the pressure forced Litch into a crash and out of the running. Corder's father Lin tunes his Triumph Cub and the Orangevale Ace is self-sponsored.

The best the south could muster was a fifth place finish by Dan Haaby who also captured trophy dash honors in the 250cc class. And Dan's originally from Sacramento!

It was one-two-three for the north in the 15 lap 15-inch final with Phil Cancilla moving up from third a week ago to take a close second this time. Main event winner two weeks ago, Jim Odom, dropped down to third this time with the surprising Carl Cranke again the only novice in the final, running up for fourth place!

Action was again wilder than the week before with the record for number of spills again being broken. Jam-ups, slides and crashes on again a newly designed course had the fans' eyes going in all directions during the 25 event show. There were again no serious accidents, but there were many close calls.

Again more of the well known pro's obtained rides in the 100cc ultra-small bike class. This new division is fast becoming a challenger to the 250cc class for close racing and spectator interest.

Veteran Gene Romero rode in this class for the first time and won the main event aboard a 90cc Honda with Elliott Schultz (Honda) a close second. Previous main event kingpin Ralph White dropped to third this time out and was the last man to qualify for the 100cc class feature. The competition is getting fierce.

The 100cc class, like the 250cc class, had only one novice rider in the final. This was Rick Woods who ran fifth for the second straight week but upset all the "names" by winning the first trophy dash ever run for the little bombs.

One-time main event winner Mert Lawwill was shot down in the semi-main in the 250 class and came up to win the 10 lap consolation race which was another talent loaded event. Romero ran second with Ron Kruseman having his best night on the concrete and achieving third place.

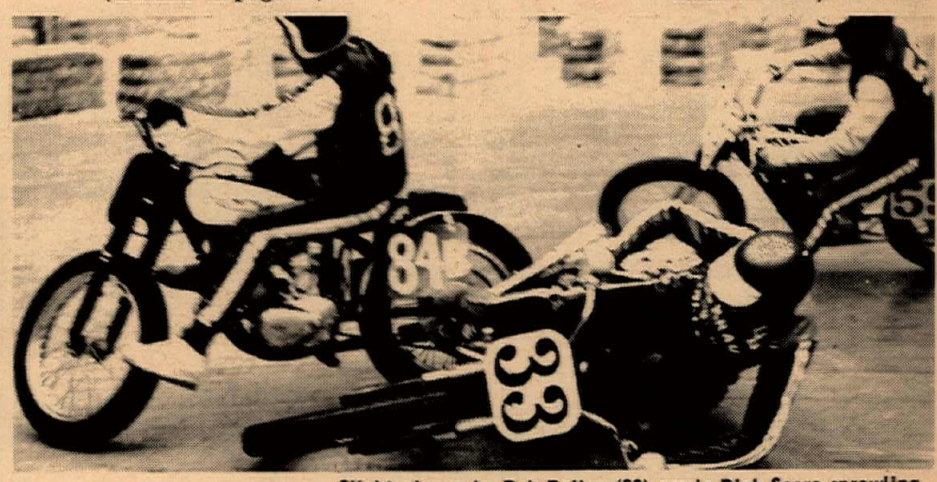
Haaby set new track records in both the heat and semi over the six lap distances on his BSA single, but was hung up in traffic most of the way in the final.

The next and last Long Beach indoor race for a couple of weeks goes again this coming Saturday night, Jan. 21st. There will also be an all afternoon practice for all riders, licensed, or non-licensed. Race time Saturday night is set for 8 p.m. with no fog in sight.

(Results on page 16)

Elbow to elbow, bar to bar.

Now a first year expert, Ron Kruseman.



Slight miscue by Bob Bailey (33) sends Dick Sears sprawling.

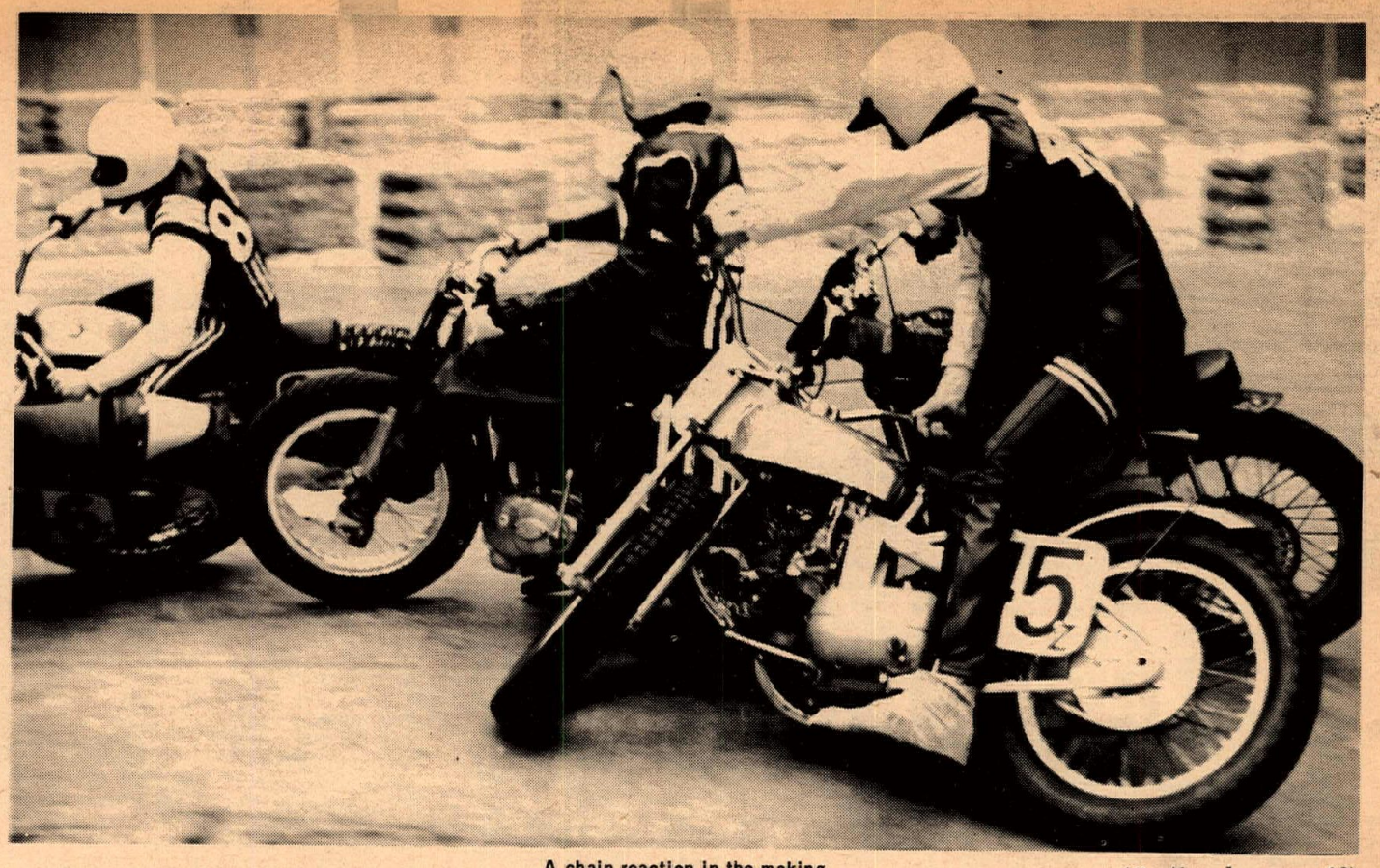
Mike Cosner (77y) heads for the haybales.

Squeaky-close cornering, Chris Draayer on the inside.

Rapid novice Rick Woods.

Dan Haaby, on a 1937 BSA.

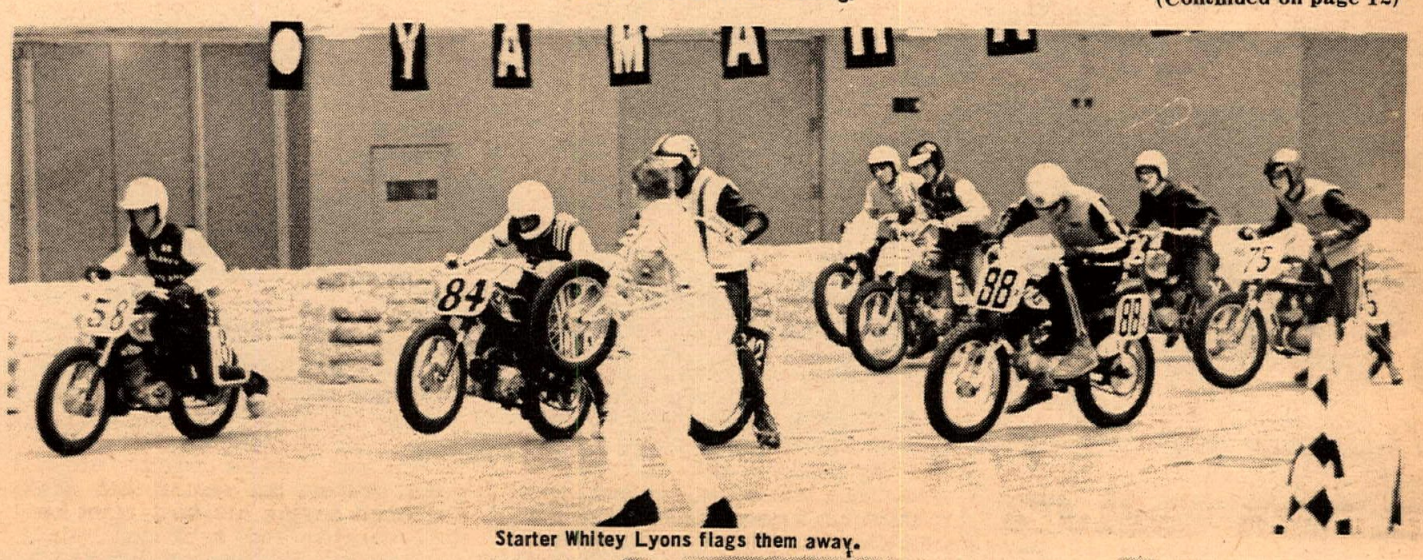
Photos by Dennis Greene



A chain reaction in the making.

(Continued on page 12)

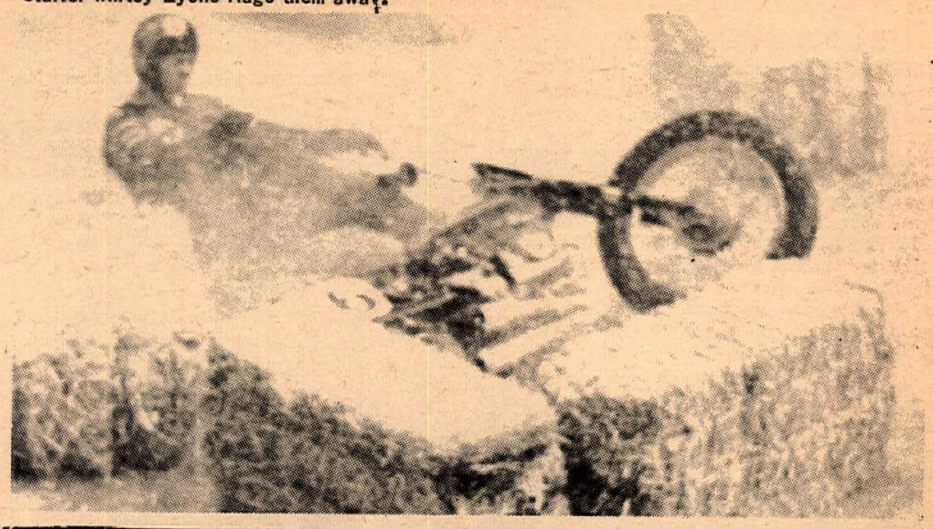
Bultaco-mounted Sonny Nutter.



Starter Whitey Lyons flags them away.

Steve Scott (15x), Rick Woods (266), Russ Robinson (89r) get off the line.

Resplendent in new leathers, Randy Say.



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NEWS FROM NEVADA

By Reg Sheldrick

Usually I've used this column to report on the activities of others. Other racers and clubs, perhaps reward a dealer or two and even a friend. One thing I've avoided till now, is getting involved in racing politics.

I never felt that reporting events and races should be slanted for or against a sanctioning body, promoter or anyone who tries to advance the sport. However, I guess my time is up on that score and now I'm going to use this column for my own use.

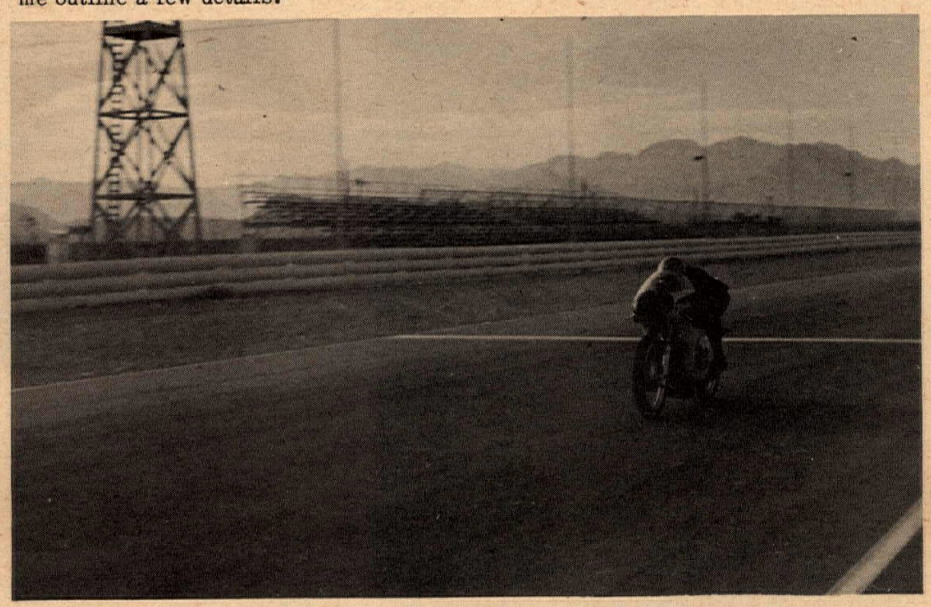
I don't feel like being cannon fodder in a war that one individual wants to wage against the A.M.A. Let him use his own people, riders, column or whatever he chooses, but he should invest in an 8¢ stamp or, if he can afford it, a phone call, to gather a few facts before loading his feeble guns. It is not my intention in the past, present or future to create any hassle among sanctioning bodies regarding my business activities. I number many racers among my close personal friends, from two or three groups, and never at any time will I jeopardize the riding status of these racers or any others, if I can help it.

For all those concerned (or who feel that it concerns them) let me clarify the reasons for our sanction switch from the American Federation of Motorcyclists to the American Motorcycle Association for our first event, or better still, let me outline a few details.

As you are aware, A.M.A. have rules that prohibit licensed riders riding non-A.M.A. events outside the State of California. Not wanting to jeopardize anyone's chances of riding at Daytona, we approached the A.F.M. and explained the sudden turn of events.

Good For the A.F.M!

After personal contact with the majority of the Chapters involved, they were in complete agreement that the riders' interests was the chief concern of all, and that they would postpone their event until April to allow everyone who wanted to ride Las Vegas. **No pressure was put on us by anyone at any time.** I'll repeat that in case W.C. missed it. No pressure at anytime (unless you care to call the A.M.A. rules pressure, and some do). No one said "you better or better not run A.F.M."



An AFM rider checks out the Stardust raceway, found it perfect for full-fairing speed contests.

All the Facts of the Matter

I approached the Stardust Racing Association with a request to put on cycle races on their 3.0 mile paved car track, as early as August, 1966. After a few discussions, all details were worked out and I was given the go-ahead to promote road racing there.

First – A Practice Race

I contacted the A.M.A. and was given a few very large figures regarding purses, expenses, etc. Knowing we here in Las Vegas did not have all the personnel in our Southern Nevada Motorcycle Racing Association to put on a roadrace without outside help, and myself not numbering among the wealthier promoters, we decided to talk to the A.F.M. The offer of assistance in every respect, personnel, riders, publicity, etc., was so quickly given and assured, that for our first event and to gain experience, we decided we would have an A.F.M. race and proceeded with all arrangements.

We later received so much unexpected interest from A.M.A. riders and cycle distributors. They felt the fast 3 mile, full-fairing Stardust circuit would make an excellent warm-up for riders and tuners who were Daytona-bound, and we were asked by many if we would consider changing our sanction if possible, to permit these people to participate in our event.

There are A.F.M. members holding A.M.A. cards too, who could stand to lose? We honestly feel that road racing can be advanced harmoniously with all concerned if people take the time to work things out. No one in the sanction switch will suffer, except perhaps a few riders who may have won a few dollars sooner. But if this first event were professional, the next would have had to be sportsman.

Real Sportsmanship At Last!

As far as help or credit is concerned, we just happen to be working with a bunch of real sportsmen who volunteered any help they can give. They don't want to jump on a big soap box and belittle their competitor's efforts or wave a big banner saying how good they are for helping put on races. They say they are too busy putting on races to get involved in other associations' rivalries.

The governing body here at the coming race is the Southern Nevada M/C Racing Association (A.M.A.-Chartered). We're on their racing calendar, paid our fee and will be assisted by the five clubs. Any help offered by the A.F.M. members will be accepted with appreciation and all events will be run under A.M.A. sportsman rules.

I don't think that there are rules that say someone who is a member of another group can't help put on a race as long as the sanctioning body rules are upheld – or am I wrong?

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ELSINORE NITE LIFE

By Don Wallen

The second Elsinore scrambles of the year was held before a good group in summer-like weather, with darkness holding off longer than usual. Riders who missed the first event were very happy with the new track improvements, including the consistently good, smooth track surface. And everyone enjoys the P.A. system, new lights, bigger, better registration booth, and press stand.

A correction is in order on last week's event, in that it was Eric Olesen, Montesa-mounted, in first place in the "Backward Sweeps" with M. Harper in second and D. Hensley following in third.

200cc Novice Main

Winning the 200cc Novice race was P. Coberly, a likeable young fellow who has plenty of drive, considering his cast from a broken leg was removed just last week. He also took a first and a second in his other races. People like Paul are little more than typical in the California motorcycle race scene, however. Paul and his Bultaco were pressured by riders like A. Hillan, also Bultaco-mounted, who took second, and N. Benton in a well-deserved third place.

100 Novice Main

On the first false start, the first thing that comes to mind is "all fall down." Five riders came off about 50 yards out from the start in a field of 14 starters. The old funnel effect again. The event was won by F. Edwards (Honda) followed by G. Lane (Hodaka) and J. Meriscal (Honda).

This class always seems to be the starting point for quite a number of young riders, reason enough for a class to accommodate them.

The 100cc Novice Semi was won by J. Carder on a Montesa, who, along with W. Schiefer on a Honda, really put on a show for first place, followed by D. Holloway, Yamaha-mounted. Carder says he could feel the pressure behind him all the way, and that Elsinore is the best and most fun track to ride in all of Riverside County.

350-500 Open Expert

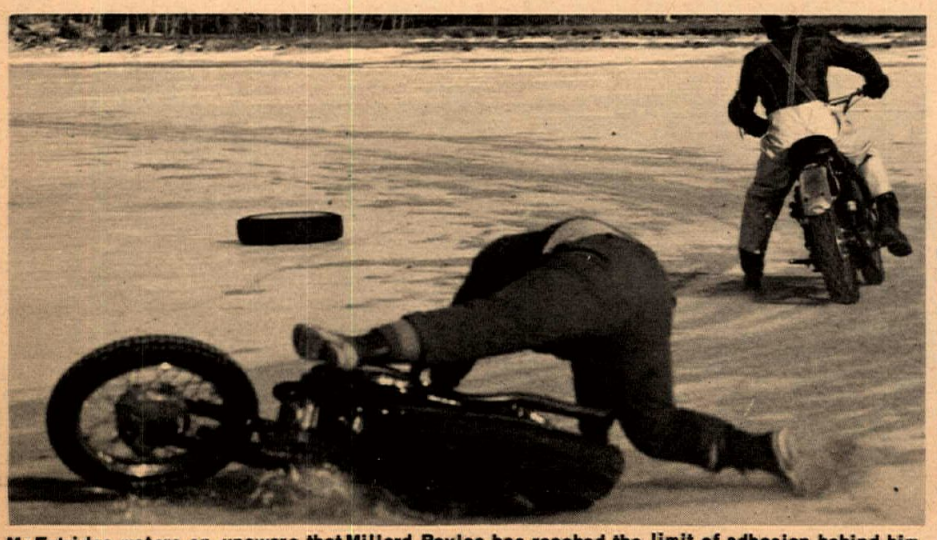
The usually sharp gating of M. Harper, BSA-mounted, fell off in this race, so he had to bob and weave his way through five other riders to catch a very close win, just nipping by A. Ellis, Honda-mounted, in second and R. Fish on a Norton. Harper did an end-over in the 500 Main and did not place but the surprise was to see him riding off the course with "pipes a-dangle" and "bars a-tweak," only to come back for a good second in the popular Backwards Sweepstakes, behind E. Olesen (Montesa) and ahead of F. Edwards (Honda). All in all, it was a great race with quite a few happy, trophy-bearing fellows finishing up around 11 p.m.

Results:

100 NOVICE	
1. F. Edwards	Hon
2. G. Lane	Hod
3. J. Meriscal	Hon
200 NOVICE	
1. P. Coberly	Bul
2. A. Hillan	Bul
3. N. Benton	Tri
250 NOVICE	
1. E. Olesen	Mon
2. D. Russell	Mon
3. T. Sumner	Hon
350 NOVICE	
1. J. Walker	Hon
2. A. Lohnes	Hon
3. A. MacCracken	Hon
500 NOVICE	
1. R. Dodson	Tri
2. D. Brooks	BSA
3. R. Effinger	Eso
OPEN NOVICE MOTO	
1. D. Brooks	BSA
2. C. Hruska	Tri
3. E. Oleson	
100 EXPERT MOTO	
1. J. Meriscal	Hon
2. S. Rogers	Hon
3. G. Lane	Hod
200 EXPERT MOTO	
1. S. Rogers	Bul
2. T. Warren	Bul
3. D. Hensley	Mon
250 EXPERT MOTO	
1. T. Donaher	Bul
2. D. Russell	Mon
3. R. Shull	Bul
350-500 OPEN EXPERT	
1. M. Harper	BSA
2. A. Ellis	Hon
3. R. Fish	Nor
OPEN NOVICE MOTO	
1. D. Brooks	BSA
2. C. Hruska	Tri
3. E. Olesen	Tri
SWEEPSTAKES	
1. E. Olesen	Mon
2. M. Harper	BSA
3. F. Edwards	Hon

GILPIN, COLORADO ICE RACES

#31 Wayne McFetridge (BSA), #19 Jerry Capesius (Maico) #141 Keith Johnson (Greeves), #67 Alfred McConnell (Ducati) and #20 Glen Fisher (Maico) navigate the icy bend.



McFetridge motors on, unaware that Millard Boyles has reached the limit of adhesion behind him.

Story & Photos by Brad Dewey

If you like hairy racing get yourself up to the old town of Gilpin, Colorado, near Rollinsville and watch the machines running on ice. Yes, I said ice! Two and three wheeled mounted riders compete on a sanded oval which is fine except when they get off the sand. Then they slide and slide, ending either upright or otherwise! Harry's Roamers M.C. of Denver sponsored the event.

The small bikes did just fine but, oh, those big ones, especially when they put on the outriggers—then they moved but fast.

Twenty-six riders signed up and put on a good show for the many spectators that came out in the bitter cold.

Wayne McFetridge not only carried off the first place trophy in the open class but took first again in the three wheel event. The last lap he had to hold the front outrigger brace as it had broken away from its fastening! Jerry Capesius took honors in two events: third in the 201-250cc class and second in the three wheel event.

The results:

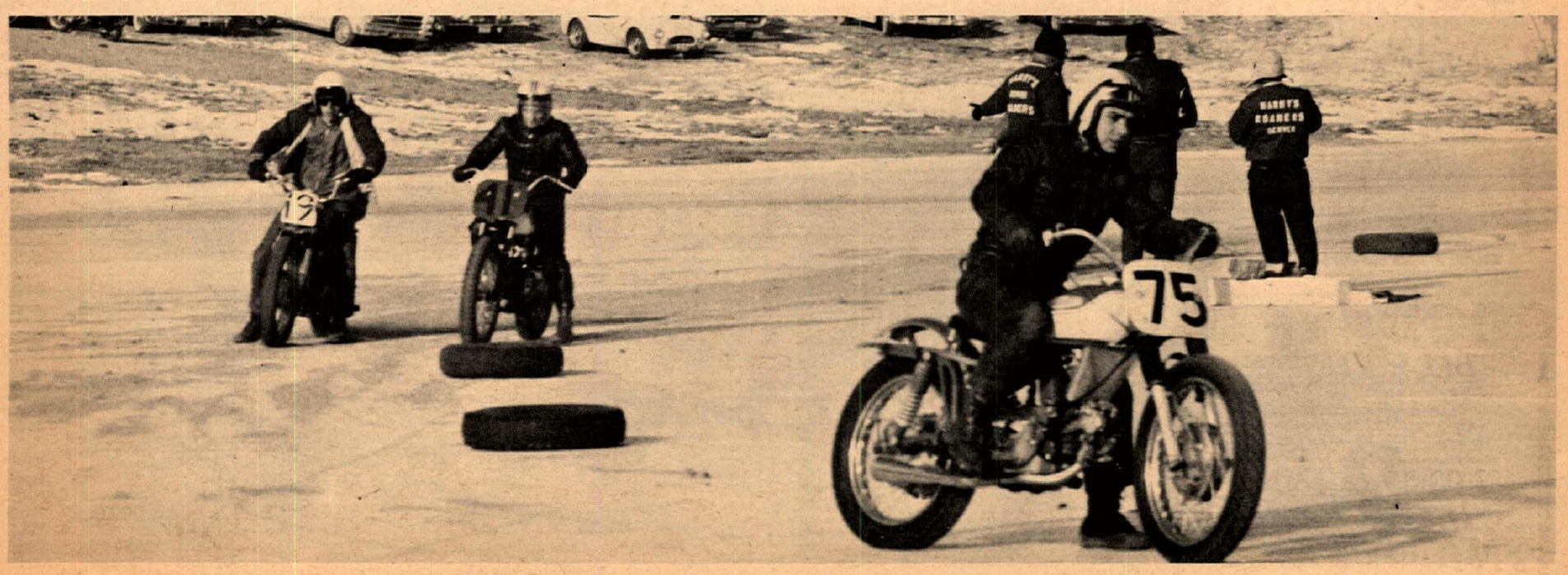
0-200cc CLASS
1. Jerry Newkirk, Suz 100, Louisville, Colo
2. Michael Hanlen, Yam 97, Colo. Springs
3. Harry Turner, Mon 175, Colo. Springs

201-250cc CLASS
1. Louis Taglioli, H-D, Lakewood, Colo.
2. Rob Morris, H-D 250, Denver
3. Jerry Capesius, Mai 250, Englewood

251-OPEN CLASS
1. Wayne McFetridge, BSA 650, Denver
2. Dale Hokanson, Hon 305, Englewood
3. Daniel Hayes, BMW 500, Denver

THREE WHEEL EVENT
1. Wayne McFetridge, BSA 650, Denver
2. Jerry Capesius, Mai 250, Englewood
3. Glen Fisher, Maico 250, Lakewood

Winning the 200cc class, Jerry Newkirk (Suzuki 100cc) leads Michael Hanlen to the finish.



Harry's Roamers watch Louis (75) Taglioli winning the 250cc class followed by Rob Morris (41) and Jerry Capesius in that order.

INDOOR SHORT TRACK RACING

100 & 250 cc Classes For Novice Amateur & Experts

SAT JAN 21st

PRACTICE 12 NOON GATES OPEN 6:30 PM FIRST RACE

LONG BEACH SPORTS ARENA 8:00 PM

Dan Haaby won the 250cc Trophy dash for one of Southern California's only victories in recent Indoor annals...and he's originally from "up north!"

Results

LONG BEACH ARENA

100cc TROPHY DASH—Time 31.01
1. Rick Woods — Huntington Beach
2. Gene Romero — San Luis Obispo
3. Russ Robinson — Anaheim

250cc TROPHY DASH—Time 28.90
1. Dan Haaby — Lawndale
2. Dick Mann — Pinole
3. Jim Odom — Fremont

100cc MAIN EVENT—Time 1:21.43
1. Gene Romero — San Luis Obispo
2. Elliott Schultz — South Gate
3. Ralph White — Torrance
4. Eddie Wirth — Manhattan Beach

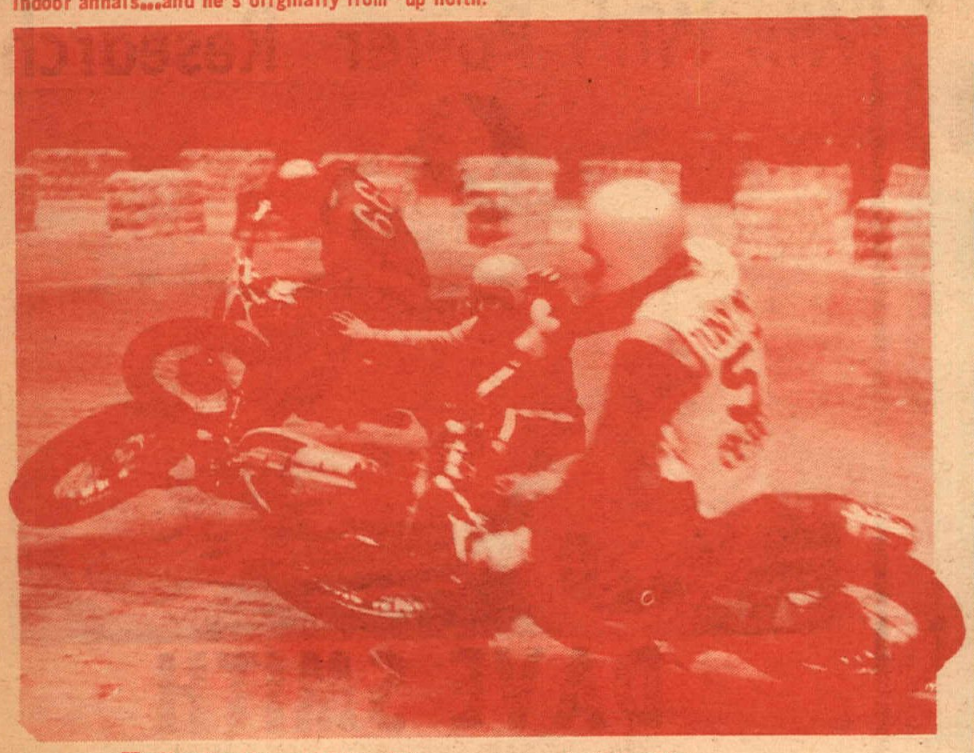
250cc CONSOLATION—Time 1:33.77
1. Mert Lawwill — San Francisco
2. Gene Romero — San Luis Obispo
3. Ron Kruseman — Oxnard
4. Dewayne Keeler — Ventura

250cc MAIN EVENT—Time 2:20.36
1. Butch Corder — Sacramento
2. Phil Cancilla — San Jose
3. Jim Odom — Fremont
4. Carl Cranke — San Francisco

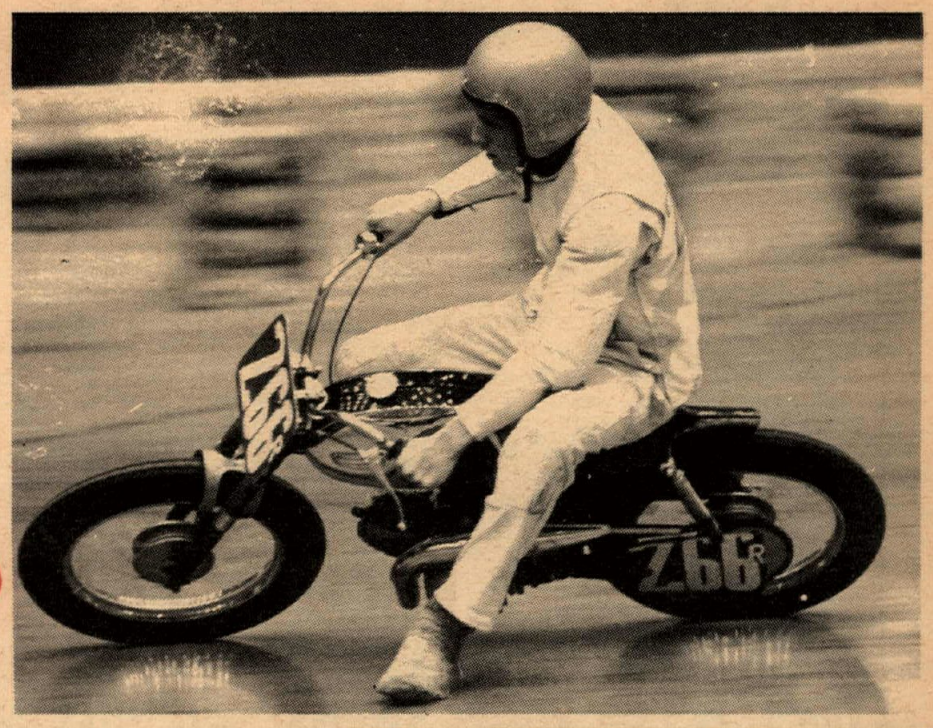
Attendance—3,500

Photos by Dennis Greene

Above, a gaggle of little ones (100cc) get off the mark. Below, So. Cal's white hope in the novice class, hard racing Rick Woods. Rick's cycles are tuned by Mike Capalite of Bay M/C



57y Ken Wenkly and 66 Ivan Oden power around a fallen foe.



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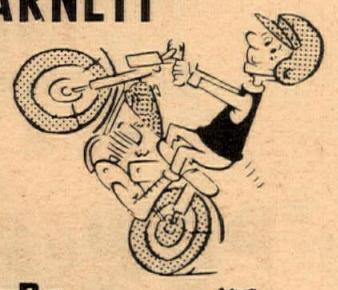

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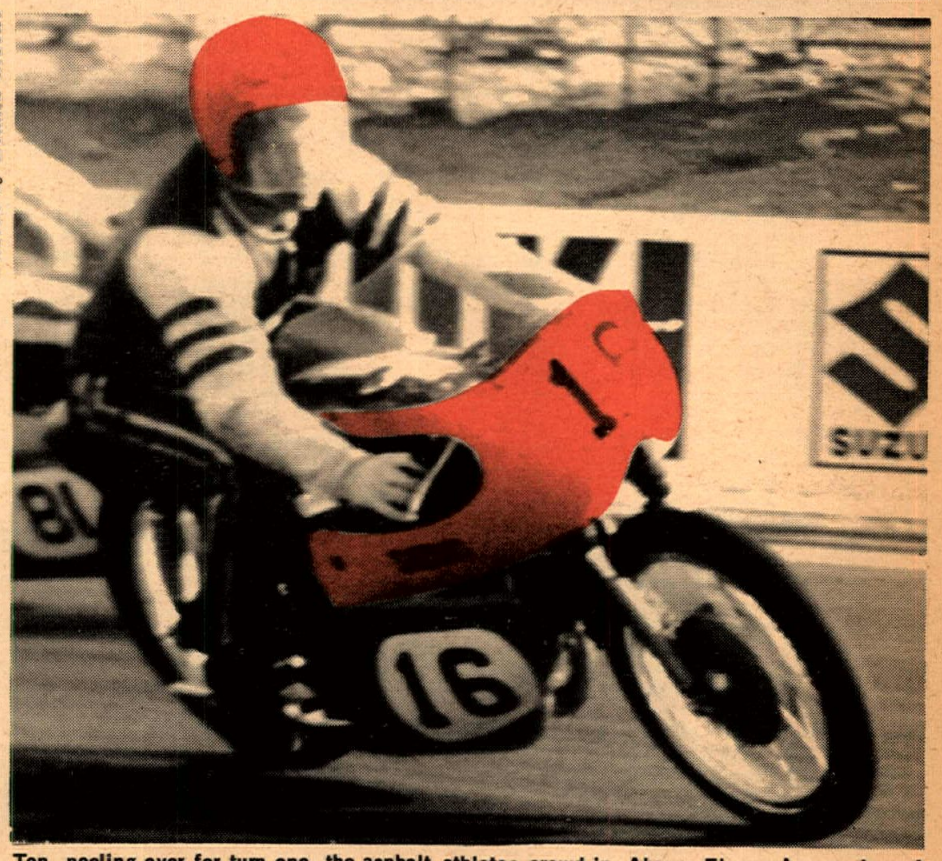
Carlsbad Is Good

Continued From Page 6&7

Above: Who is the mystery rider with the Hollywood Cycles fairings?

Photos by Dennis Greene



Top, peeling over for turn one, the asphalt athletes crowd in. Above: Flagman's eye-view of Suzuki teamster Dick Hammer.

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January 7 th & 14 th 1967

The Last Two Weeks Straight ERIC OLESEN Of Team Pasadena (From Honda Of Pasadena) Has Not Only Blasted To A First Place Win In His Own Class (250 Novice) With Mighty Montesa, But First OVERALL In The Sweepstakes Race Beating Machines Over Twice As Big As His (With Experts Riding Them)

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ULTIMATE TWO-CYCLE RACING EQUIPMENT

ROAD RACING – MOTO-CROSS – TT'S – DESERT

DISTRICT 37
1967 DESERT HEAVYWEIGHT EARNED NUMBERS
(Compiled by Cal Makela)

1966 Pts.	1967 No.	NAME	Class
2200	1	Reed Price	Ex
1711	2	Gary Preston	Ex
1333	3	Jack Byers	Ex
1297	4	Mike Patrick	Ex
1215	5	Dick Vick	Ex
1194	6	Lon Peterson	Ex
1180	7	Larry Bergquist	Ex
1115	8	James Martino	Ex
1063	9	Mike Burke	Ex
1026	10	Dick Fletcher	Ex
976	11	Glenn Thomas	Ex
967	12	John Gaetz	Ex
952	13	J.N. Roberts	Ex
934	14	Doyle Fields	Ex
810	15	Ben Bok	Ex
790	16	Bob Ferro	Ex
757	17	Bill Bogner	Am
755	18	Dick Camp	Ex
733	19	Richard White	Am
731	20	James Camaret	Ex
707	21	Richard Braden	Am
644	22	William Bryce	Ex
633	23	Oscar Thompson	Ex
630	24	Jerry Perkins	Am
624	25	Steve Kirk	Ex
614	26	Bill Blomgren	Am
610	27	Rod Pack	Am
580	28	Bob Reddish	Ex
575	29	Bob McLaughlin	Ex
555	30	Bud Harvey	Am
544	31	Tom Maxwell	Ex
514	32	Bob Stewart	Am
475	33	Howard Beach	Am
445	34	Barry Hirst	Ex
439	35	Steve Hurd	Ex
427	36	Richard Gilman	Ex
424	37	Hobie Alter	Am
401	38	Ronald Fry	Ex
394	39	Len Miller	Am
385	40	Ron Nelson	Ex
377	41	Clinard Swafford	Am
375	42	Ken Knudsen	Ex
369	43	John Beach	Am
368	44	Buss Jarl	Am
366	45	Ronnie Rondel	Am
360	46	Keefer Flanner	Am
358	47	Bob Mazzenga	Am
351	48	Gene Smith	Am
347	49	Warren Siegfred	Am
326	50	Tom Ruddy	Am
321	51	Lyle Simpson	Ex
314	52	Marvin Steele	Am
309	53	Bill Johnson	Am
307	54	Eddie Hice	Am
305	55	Ray Bierman	Am
301	56	Bill Bradshaw	Am
300	57	Steve Hill	Am
295	58	John Steen	Ex
285	59	Harry Greenlee	Ex
280	60	Jack Ross	Ex
274	61	Wes McAllister	Am
270	62	Jeff Foster	Am
269	63	J. H. Corning	Am
262	64	Bill Fullmer	Ex
257	65	Edward Farrell	Am
255	66	Bob Ewing	Ex
251	67	Ralph Dahlquist	Am
245	68	John Edwards	Am
235	69	Bill Staats	Am
234	70	Gene Dempsey	Ex
233	71	Dave Lewis	Am
231	72	Willie Morales	Ex
229	73	Kenneth Knowles	Am
227	74	James White	Am
225	75	Mil Green	Ex
223	76	Tom Simpson	Am
215	77	Tim Smith	Ex
212	78	Bob Harris	Am
210	79	Bob Arison	Ex
205	80	Art McKnight	Am
205	81	William Waters	Am
200	82	Bruce Lewellyn	Am
196	83	Bill Holland	Ex
193	84	William Hammer	Nov
190	85	Fred Reva	Am
187	86	Guy Smith	Nov
185	87	Don Hinckley	Nov
184	88	Garry Schuelke	Nov
180	89	Dusty Coppage	Ex
177	90	Bud Ekins	Ex
173	91	Marvin Crawford	Am
171	92	Bob Steffan	Ex
167	93	Stephen Haver	Am
160	94	Tom Center	Am
160	95	Walt Axthelm	Ex
158	96	Ron Weightman	Am
154	97	Jim Dorman	Nov
150	98	Don Dixon	Nov
149	99	Gerald Sequin	Ex
147	100	William Ramstetter	Nov
145	101	Terry Jetton	Ex
140	102	Bob King	Ex
140	103	Sam Dempsey	Am
137	104	M. L. Stevens	Nov
136	105	Gary Gerlich	Nov
135	106	Larry McClain	Am
131	107	Ed Crowell	Ex
131	108	John Lloyd	Am
130	109	Johnie Carroll	Nov
126	110	Ted Lapadakis	Ex
126	111	Wayne Griffin	Ex
126	112	James Vesley	Am
126	113	Bob Winegar	Nov
121	114	Norm McDonald	Am
121	115	Gail Ferrell	Nov
121	116	Dennis Torgerson	Nov
120	117	Al Fox	Am
120	118	Bob Garnett	Am
120	119	Tom Hodges	Am
116	120	Eddie Mulder	Ex
115	121	John Hagey	Am
111	122	Dalton Holladay	Ex
110	123	Boyd Sharp	Nov
109	124	Richard Ruffell	Nov
108	125	Cliff Coleman	Ex
107	126	Bill Biscoe	Ex
105	127	Curt Gibson	Ex
104	128	Richard Constable	Nov
104	129	Dennis Bergquist	Nov
103	130	Orville Walker	Ex
100	131	Buck Smith	Ex
100	132	Bob Bailey	Am
100	133	William Abella	Am
96	134	Paul Stoneking	Nov
93	135	Al Rogers	Ex
92	136	Chuck Brewster	Nov
90	137	Don Finley	Nov
88	138	John Bedford	Nov
85	139	Bill Hair	Ex
85	140	Paul Delatorre	Am
85	141	Phillip Langham	Am
85	142	Hal Needham	Nov
85	143	Ray Perkins	Nov
81	144	Tony Larson	Am
80	145	Mike Mullen	Nov
80	146	Nick McLean	Nov
80	147	John Byron	Nov
78	148	Jim McPherson	Nov
77	149	Eddie Day	Ex
76	150	Clifford Bole	Nov
75	151	Richard Chase	Nov
73	152	Jesse Goldberg	Am
73	153	James Donovan	Nov
73	154	Bob Clark	Am
73	155	Ron Sloan	Nov
72	156	Phil Holcomb	Nov
71	157	Ken Watkins	Nov
71	158	Les Packer	Nov
71	159	Tom Hoyle	Nov
70	160	Gene Hirst	Ex
70	161	John Rayburn	Am
70	162	Julian Palacios	Am
67	163	Jack Griffin	Nov
66	164	Tom Dodson	Nov
65	165	Howard Jackson	Ex
65	166	John Larsen	Am
65	167	Kris Cox	Nov
64	168	Don Watkins	Ex
62	169	Jim Merriken	Nov
60	170	Doug Keathly	Nov
60	171	Roy Trull	Nov
60	172	John Diskin	Nov
59	173	Mike Haller	Nov
58	174	Terry Davis	Am
56	175	Bruce Hunter	Nov
56	176	John Baker	Nov
55	177	Willy Taylor	Ex
55	178	Jonny Thomas	Nov
55	179	Bill Zaremba	Am
54	180	Dick Dean	Ex
54	181	Jack Froelich	Ex
54	182	Gene Madsen	Nov
52	183	Bruce Vaughan	Nov
51	184	Lee McCormick	Nov
51	185	Don Summers	Nov
50	186	Robert Curren	Nov
50	187	C.O. Hytten	Nov
50	188	Donald Henry	Nov
50	189	Don Mitchell	Nov
50	190	Bill Friant	Am
50	191	Stan Staats	Nov
50	192	Guy Rasmussen	Nov
48	194	Michael Hinshaw	Nov
48	195	Richard Robbins	Nov
46	196	Dick Smith	Am
46	197	Ron Wilson	Nov
46	198	Don Memmott	Nov
45	199	Arvie Blackstone	Am
45	200	A.J. Draper	Ex
45	201	James Marshall	Am
45	202	Robert Forrest	Nov
45	203	George Bunker	Nov
45	204	Charles Sugar	Nov
45	205	Jack Payne	Nov
43	206	Ken Locke	Nov
42	207	Doug Toftin	Nov
42	208	Pat Cullahan	Nov
41	209	David Meabon	Nov
40	210	Bob Bittle	Nov
40	211	Dewey Nicoson	Nov
40	212	Robert McCommon	Nov
40	213	Don Day	Nov
40	214	Raymond Jones	Nov
40	215	Michael McCreery	Nov
40	216	Richard Vincent	Nov
37	217	John Beems	Nov
37	218	Donald Glesson	Nov
36	217	Dennis Rempel	Nov
35	220	Don Ogilvie	Am
35	221	Dick Wright	Nov
34	222	Ray Nichols	Nov
32	223	Thomas LaFountain	Nov
31	224	James Artz	Nov
30	225	Robert Rasmussen	Am
30	226	Jean Carter	Ex
30	227	Tom McArdle	Nov
30	228	Delmar French	Nov
30	229	Clayton Jiles	Am
30	230	Earl Purcell	Am
28	231	Wally Casperson	Nov
27	232	Don Bohannon	Ex
26	233	Jimmy McCoy	Ex
26	234	Sam Gardner	Nov
25	235	Bob Vail	Nov
25	236	Charles T. Orr Jr.	Nov
25	237	Vic Bartholomew	Nov
25	238	Les Horn	Am
25	239	Bob Bailey	Ex
24	240	Jim Coppage	Am
23	241	Russell Peltz	Nov
23	242	John Bailey	Nov
22	243	Rick James	Ex
22	244	John R. Smith	Nov
22	245	Dave Baker	Nov
21	246	Gaylord Ward	Nov
21	247	Ed Empson	Nov
21	248	Oscar Loya	Nov
19	249	Stanley Gorgura	Am
19	250	Ed Ogden	Nov
19	251	Walter Hoffman	Nov
18	252	Marty Spiro	Nov
18	253	Cicero "Babe" Jay	Ex
18	254	Terry Baker	Am
18	255	Joe Cabell	Nov
17	256	Stephen Paladino	Nov
17	257	Raymond Bandfield	Nov
17	258	Richard Gilligan	Nov
16	259	Bob Hollman	Nov
16	260	David Diaz	Nov
16	261	Kenneth Hart	Nov
15	262	Jim Porcaro	Nov
15	263	Al House	Am
15	264	Dick Miller	Nov
15	265	Jon Von Tesmar	Nov
15	266	Bruce Thomas	Nov
15	267	Ed Evans	Am
15	268	Albert Eskridge	Nov
14	269	Charles Parlee Jr	Nov
14	270	Ralph Hulstrom	Nov
14	271	Ron White	Nov
13	272	Dan Flynn	Nov
13	273	Wayne Langner	Nov
13	274	Harold Mortensen	Nov
13	275	Tim Witham	Nov
12	276	Richard Mulliner	Nov
12	277	Brian Prosser	Nov
12	278	James Lovelady	Nov
12	279	Tom Graybill	Nov
12	280	Cpl. David Hainzinger	Nov
11	281	G. A. Robison	Nov
11	282	Roger Sides	Nov
11	283	Henry Wessel	Nov
10	284	Don Prosser	Nov
10	285	F.G. "Bud" Tolleson	Nov
10	286	Ed Morris	Am
10	287	Wm. Landreth	Nov
10	288	Clarence Willis	Nov
9	289	Gale James Ward	Nov
9	290	Leonard Clanton	Nov
9	291	Alan Lewis	Nov
9	292	James Heath	Nov
9	293	Ron Sattler	Nov
9	294	Larry Goetschel	Nov
8	295	Kenny Lance	Nov
8	296	Bob Mikulski	Nov
8	297	Eric Moberg	Nov
8	298	Melvin Struble	Nov
8	299	Patrick Owens	Nov
8	300	Michael Seitz	Nov
8	301	John Culbertson	Nov
8	302	Neil Holt	Nov
8	303	Bob Tondro	Nov
8	304	Johnny Upton	Nov
7	305	Jim Hares	Am
7	306	Frank Macklin	Am
7	307	Jim Myers	Nov
7	308	Gordon Kasper	Nov
7	309	Chuck Burton	Nov
7	310	Dave Cook	Am
7	311	Bruce Haerot	Nov
7	312	Joe True	Nov
6	313	Jim Chase	Nov
6	314	Richard Gee Jr.	Nov
6	315	Bruce Posten	Nov
6	316	Jim Jeffery	Nov
5	317	Leland Waldon	Nov
5	318	Arthur Lohnes	Nov
4	319	Robert Waldon	Nov
4	320	Donald Smith	Nov
4	321	Hugh Darling	Nov
4	322	Chas. "Stan" Hoofman	Nov
4	323	Chuck Nelson	Nov
3	324	Gary Johnson	Nov
3	325	Gene Harrison	Nov
3	326	Richard Arzate	Nov
3	327	Don Wimpress	Nov
3	328	William Hammond	Nov
3	329	Kenneth Farmer	Nov
2	330	Woody Caruth	Nov
2	331	E. L. Harvey	Nov
2	332	E. G. Smith	Nov
2	333	Robert Campuzano	Nov
2	334	David Flanagan	Nov
1	335	Richard Miller	Nov
1	336	Phil Van Leuven	Nov
1	337	David Harris	Nov

TRAILBIKE DESERT

1967	1966	NAME	Pts.
1	13	Jack Morgan	1373
2	1	Earl Roeseler	650
3	89	Frank W. Morgan Jr.	636
4	121	Harold R. Walden Jr.	581
5	8	Jan Ditson	484
6	236	David L. Williams	350
7	4	Carl E. Steven	329
8	93	Stephen Hedgcoth	302
9	163	Ron Matheny	290
10	301	Norman Benham	284
11	250	Bernard P. Coyne Jr.	280
12	12	Frank Wheeler	260
13	69	Robt. E. Paxton	255
14	325	Dick Wright	253
15	319	Roy Barnett	244
16	5	Bobby Steffan	236
17	141	Hime Oshina	218
18	323	Tom Fee	214
19	279	Pete Foster	208
20	24	Jack Johnson	185
21	34	Al Baker	156
22	11	Guy Smith	150
23	223	James A. Baker	150
24	29	Hon. Howard Vassar	148
25	208	Wes Anderson Sr.	142
26	158	James Alsup	138
27	131	Wes Anderson Jr.	131
28	21	Rosemarie Martino	122
29	382	William B. Lindsay	119
30	400	Larrence C. Thomas	115
31	25	Bill Ydiando	114
32	243	Rod Robbs	97
33	120	Terri Bryce	90
34	107	Chesley Smith	86
35	164	Rick Bowen	85
36	174	Tom Ruddy	82
37	283	John C. Hancock	81
38	2	Denby Daily	80
39	391	Alan Giuliany	80
40	263	Yale Roger Camp	76
41	459	John Williams	75
42	318	Jim Sandefer	72
43	166	Joe Bowen	70
44	9	Kenneth Kane	67
45	294	Wm. (Bill) Turner Jr.	63
46	27	Butch Nelson	60
47	3	Ron Bishop	59
48	353	Jim Cramer	59
49	165	Stanley Ray Leak	57
50	91	Lee Lehman	57
51	248	David W. Rimal	51
52	61	David C. Douglas	51
53	390	Ken Markham	51
54	221	Walt Podozece	46
55	397	Tom Winne	46
56	67	Tip Rahm	45
57	327	Richard Stumpf	45
58	393	Scott Lapraike	45
59	90	Bill Landefeld	43
60	105	Jean P. Montgomery	42
61	213	Joe Bihari	41
62	48	Lee Mickelson	40
63	56	Leo Froelich	40
64	255	Edward J. Steffen	40
65	188	Richard B. Artz	40
66	421	David Messer	40
67	36	Dennis F. Stinson III	39
68	396	Bobby Jones	39
69	219	John Helmig	37
70	10	Darryl Scalla	35
71	218	L.M. Underkofler	35
72	280	Ted Toupin	35
73	256	Dan Rachford	35
74	356	Ben Anderson	35
75	273	Don E. Davis	32
76	381	Duane L. Roehr	32
77	173	Les Schulz	30
78	16	Charles A. Bertalon	30
79	203	Raymond N. Bailey	30
80	177	Gene Cannady	30
81	38	Don Hellett	29
82	192	Gary Fodar	29
83	100	Al Ferdman	28
84	53	Ethel Lynn Wilson	27
85	395	Dennis Pomato	26
86	258	William J. Moore	25
87	124	Hank McGill	25
88	300	Bob Ewing	25
89	330	Geo. Truppelli	25
90	214	Gregg Neibert	25
91	136	Don Nuse	25
92	251	Sandra Termin	24
93	187	James Gelchrist	22
94	244	William Goodman III	21
95	364	Harold E. Morris	21
96	384	Joey Sanders	21
97	161	Billy Yarbrough	20
98	401	Bob Clark	18
99	135	John (Scott) Smith	17
100	308	Richard Busch	17
101	142	David Oshina	16
102	229	Raymond J. Crawley Jr.	16
103	349	Johnny S. Klocker	16
104	194	James D. Bentley	15
105	94	Loren Holmberg	15
106	143	Randy Devine	15
107	355	Bob Kuammen	15
108	398	Tom Gnettm	15
109	416	Bill Gaines	14
110	336	William Masten	13
111	286	Daniel L. Bussell	12
112	133	John Hateley	11
113	189	Thomas Thornburgh	11
114	343	Jerry L. Ellsworth	11
115	224	Mike Theriault	10
116	233	Raymond J. Shorb	10
117	247	James Webb	10
118	270	Bobby R. Ewing	10
119	191	Thomas E. Jenkins Jr.	10
120	162	T. Johnson	9
121	170	Ronald G. Bruce	9
122	54	William Tabor	9
123	160	James A. Diehl	9
124	182	Barry W. Manning	9
125	20	Fred Biscoe	9
126	264	Tom Kall	9
127	6	J.N. Roberts	9
128	346	Gary Ryder	9
129	152	Michael Fentry	8
130	261	Gargy N. Gilmore	8
131	92	Ron Hardesty	7
132	62	John Harrison	7
133	257	William Barkolow	7
134	331	Darryl McKay	7
135	35	Robert Waters	6
136	85	Michael Wiedeman	6
137	217	Edward R. Murrell Jr.	6
138	185	Douglas M. Turner	6
139	276	Don Stewart	6
140	339	Jack D. Spencer	6
141	252	Oliver Zeiss	6
142	140	Allan L. James	5
143	128	Juanita Jenkens	5
144	235	Danny Jones	5
145	351	Thomas D. North	5
146	195	John Hendrix	5
147	238	Ron Gibson	5
148	399	Jim Hollifield	5
149	146	Ronald O. Emond	4
150	31	Bob Brownell	4
151	157	Douglas Maxey	4
152	385	Vince O. Eyre	4
153	78	Robert R. Miller	3
154	76	Gary Bevans	3
155	206	E. M. Bell	3
156	232	John S. Laur	3
157	290	Ken Distler	3
158	370	Mary Ann Eyre	3
159	154	Bob Lukezich	2
160	216	Bruce Vaughan	2
161	118	David Cain	2
162	296	Ed S. Strand	2
163	111	Judy Clanton	2
164	307	Steve Frost	2
165	419	John Maroney Jr.	2
166	361	Carl D. Bergman	2
167	277	E. C. Birt	2
168	200	M. R. McNulty	1
169	269	Edward K. Howell	1
170	272	James Stone	1
171	292	Fred S. Williams	1
172	278	Bruce Hammel	1
173	338	Benny Chien	1
174	348	Steven L. Tuso	1
175	288	Don Meeks	1
176	407	Jones N. Felts	1
177	371	David Dauer	1

DIST. 37 SCRAMBLES 1967 EARNED NUMBERS & 1966 POINTS

1966 Pts.	1967 No.	NAME	Class
1105	1	Jim Hunter	Ex
1070	2	Larry Wilburn	Ex
815	3	John Heynemann	Ex
801	4	William Riley	Ex
740	5	Darwin Ballard	Ex
670	6	Arvil Sparks	Ex
654	7	Monte Darling	Ex
622	8	Mike Van Acker	Ex
594	9	Curtis B. Jackson	Ex
594	10	C. D. Gerardy	Ex
576	11	Ben Fakkeldy	Ex
566	12	Mike Chamberlain	Ex
522	13	James Bassey	Ex
496	14	Mike Posey	Ex
485	15	Phil Brown	Ex
456	16	Ron Bonner	Ex
448	17	Victor Nelli	Ex
438	18	Anthony Simmon	Ex
433	19	John Rice	Ex
413	20	Si Porter	Ex
380	21	Charles Minert	Ex
376	22	Joseph P. Roberts	Ex
360	23	C. H. Wheat	Ex
350	24	Gerald Heylek	Am
344	25	Bill McCoy	Ex
337	26	Don Jones	Ex
331	27	Johnny Sprague	Ex
328	28	Jim Cowell	Ex
310	29	Jim Berry	Ex
304	30	Gary Parker	Ex
304	31	E. H. Beeching	Am
295	32	Miller Harper	Ex
293	33	Jack Coode	Am
280	34	Jim Moffitt	Ex
270	35	Joe Flores	Ex
267	36	Terry White	Am
245	37	Bob Forster	Ex
241	38	John Larsen	Ex
241	39	Jan Bandrisigo	Am
240	40	Ed Enochs	Am
238	41	Harry Lewellyn	Am
233	42	Randy Hall	Am
220	43	John Lohof	Am
219	44	Arthur Heinrich	Ex
218	45	Daniel Kelly	Ex
217	46	Mike Morton	Ex
215	47	Clyde Litch	Ex
213	48	Lou Wolf	Am
204	49	Dusty Coppage	Am
200	50	Don Ogilvie	Ex
199	51	Max Hinshaw	Am
190	52	Jerry Willingham	Ex
187	53	Robert Jencks	Am
179	54	Gary Fine	Nov
177	55	Floyd Conrey	Ex
175	56	Ron McDaniels	Am
174	57	Ken Engler	Nov
170	58	Roland Clark	Am
165	59	Loren Andrus	Ex
165	60	Gene Smith	Am
164	61	Terry Hunt	Am
161	62	Jack Wilkinson	Am
160	63	John Verardo	Nov
159	64	Dwayne Leser	Ex
158	65	Fred Nimmo	Am
157	66	William E. Murphy	Nov
156	67	Richard Kouns	Ex
156	68	Bill Fraley	Am
155	69	David H. Welch	Am
142	70	Jerry Hawkins	Am
142	71	Wayne L. Ensley	Am
140	72	Brian Prosser	Am
140	73	Lawrence Shoemaker	Nov
139	74	Peter Shepherd	Nov
137	75	Bud Gowing	Nov
135	76	R. S. Reel	Ex
133	77	Richard Wunder	Am
132	78	Harold Reynolds	Am
130	79	George Scofield	Am
129	80	Eugene Lee	Am
129	81	Jim Cassel	Nov
127	82	Louis Reyes	Nov
127	83	Thomas Carroll	Am
126	84	Albin Dygert	Am
125	85	Patrick Dale	Ex
123	86	Richard Alexander	Am
123	87	Buck Smith	Ex
120	88	Dewey Wess	Am
119	89	Nick Deligionis	Nov
118	90	Bob Ward	Nov
118	91	Robert Coleman	Nov
117	92	David Brooks	Nov
116	93	Carl Patrick	Am
115	94	Robert Effinger	Nov
111	95	George Stirber	Ex
111	96	Jearl Crouch	Am
110	97	Bill Manley	Ex
109	98	Ken Watkins	Am
109	99	Bill Hoist	Nov
108	100	Ike Mizen	Ex
108	101	Karol Snow	Nov
106	102	Charles Wayt	Nov
106	103	Ronald Stinnett	Nov
106	104	Larry Blum	Nov
105	105	Larry Shipman	Ex
104	106	Bill Bramson	Am
103	107	Jerry Johnson	Nov
101	108	Jim Ericson	Ex
101	109	Richard Rainbolt	Nov
100	110	Frank Harlan	Ex
100	111	Phil Holcomb	Am
99	112	John Smith	Nov
96	113	Harold Halladay	Nov
94	114	Dale Kelly	Ex
93	115	Albert Eskridge	Nov
92	116	Terry Dorsch	Nov
89	117	Richard Vincent	Am
89	118	Joe Garbon	Nov
89	119	Reginald Chosey	Am
84	120	Ray Park	Am
84	121	Jack Drake	Am
82	122	Don Allen	Nov
81	123	Ernie Sass	Nov
80	124	Harold Bast	Ex
80	125	Doug Douglas	Am
80	126	Joe Occhinto	Ex
79	127	Peter Wendorf	Nov
76	128	John Hosack	Am
76	129	Roy Burris	Nov
76	130	Robert Dean	Nov
76	131	Terry Morarty	Nov
75	132	Lonny Walter	Am
74	133	Jim Kincaid	Am
73	134	John Kavanaugh	Nov
73	135	C. O. Hytten	Nov
71	136	Donald Wood	Nov
71	137	Robert Grover	Nov
71	138	Willard Schwartz	Nov
70	139	Phill Garr	Am
70	140	Ronald Wilson	Am
70	141	Bill Noble	Nov
70	142	Roy Nichols	Nov
69	143	Jack McCarty	Nov
67	144	Ken Sparkman	Ex
66	145	Kenny Schmidt	Nov
65	146	Paul De La Torre	Am
65	147	John Selson	Am
65	148	Jim Peterson	Am
65	149	Ronald D. Lechuga	Nov
64	150	Steve Bronson	Am
61	151	Carl Spotts	Am
61	152	Butch Landguth	Am
61	153	Roy Serrano	Am
60	154	Ron Nelson	Ex
60	155	Bruce Balla	Am
60	156	Walt Smith	Am
60	157	Carl Oneal	Nov
60	158	Richard Phillips	Am
59	159	Darryll Berg	Nov
58	160	Duane Decker	Nov
58	161	Fernando Ortz	Am
57	162	Robert Anderson	Am
57	163	Don Harris	Nov
57	164	Raymond Jordan	Nov
56	165	Albert Hendelang	Nov
55	166	Gary Evans	Am
55	167	Steve Pridham	Ex
55	168	B. B. Linn Kaston	Nov
55	169	Dale Welks	Nov
55	170	Rory E. Randall	Am
55	171	John Bedord	Nov
54	172	Charles Jenkins	Nov
53	173	William Ford	Nov
53	174	Richard Grizzle	Nov
52	175	Howard Cortier	Nov
52	176	Tojo McCarty	Am
52	177	Frank White	Nov
51	178	Bill Heins	Ex
51	179	Fred Jamisson	
51	180	Joe Borges	
49	181	Richard Oneal	Nov
49	182	Jim Hall	Ex
49	183	Larry Southern	Nov
48	184	Leonard Earl	Am
48	185	Al Zellers	Am
48	186	Rich Eckert	Am
48	187	Don Hobbs	Am
48	188	Dennis Carlson	Am
48	189	Jim Woolwine	Nov
47	190	Richard Kellstrom	Nov
46	191	Ray Ostander	Am
46	192	Billy Trover	Nov
46	193	Bryon Farnsworth	Ex
45	194	Monte Dennett	Am
45	195	Sonny Nutter	Ex
45	196	Bill West	Am
45	197	David Barlien	Nov
45	198	Warren Sigfred	Am
44	199	Bob Kozulis	Nov
42	200	Alvin Summers	Am
42	201	Rick James	Ex
41	202	Paul Martin	Nov
41	203	Donald R. Williams	Nov
40	204	Richard Evans	Nov
40	205	Bud Bronson	Am
40	206	Charles King	Ex
40	207	Ronald Podgett	Am
40	208	Dave Smith	Am
40	209	Howard Wilson	Ex
40	210	Marshall Jennings	Ex
40	211	Al Fox	Am
39	212	James Hart	Am
39	213	Marion Kaster	Nov
39	214	John Wiley	Nov
38	215	Ross Termin	Nov
37	216	Gregory Feeney	Am
37	217	Charles Janissee	Nov
37	218	Louie Comou	Nov
36	219	Gale Hogan	Ex
36	220	Larry Lindenberg	Nov
36	221	Arthur Sparks	Nov
36	222	Tom Mohr	Nov
35	223	Dallas Baker	Ex
35	224	Tim Hamilton	Nov
34	225	Tim Shaw	Nov
34	226	Stephen Lowell	Nov
34	227	Larne Reilly	Am
32	228	Chuck Stevenson	Nov
32	229	George Fisher	Nov
32	230	Jim Myers	Nov
32	231	Steve McLeon	Nov
31	232	Leonard Koster	Nov
31	233	Bob Pluss	Nov
31	234	Tom Jessee	Nov
31	235	Chris Hartman	Nov
31	236	Chuck Laws	Nov
31	237	Stanley Conrad	Nov
30	238	Meredith Clark	Nov
30	239	Dick LeRoy	Am
30	240	Chuck McIntosh	Am
30	241	Carl Jacobs	Nov
30	242	Curt Hempstead	Nov
30	243	Russel Holt	Nov
30	244	Bob Mikulski	Nov
30	245	Jon Gleason	Nov
30	246	Harold Stites	Nov
30	247	Junior Drake	Nov
30	248	Larry Hunseman	Nov
30	249	Don Merritt	Am
30	250	Claude Wiseman	Nov
30	251	Tom Senner	Am
30	252	Ben Bob	Ex
30	253	Wayne Podgett	Ex
29	254	Norman Fleece	Nov
29	255	F. J. Schaab	Nov
29	256	Wayne McIntosh	Nov
28	257	Kenneth Farmer	Nov
28	258	Willard Joiner	Am
27	259	Gary Woolley	Nov
27	260	David Hainzinger	Nov
26	261	Ed Morris	Am
25	262	Tony Bugarin	Nov
25	263	Bruce Haserot	Nov
25	264	John Cox	Ex
25	265	Bruce Fair	Am
24	266	Joseph Novak	Nov
24	267	Ron Hugo	Nov
24	268	Dennis Firestone	Nov
23	269	Keith Ayers	Nov
23	270	Gary Rodgers	Nov
22	271	Ron Sattler	Nov
21	272	Peter Bodette	Am
21	273	Loran Cole	Am
21	274	Jack Ray	Ex
21	275	Chuck Jay	Am
21	276	Hollis Hanover	Nov
21	277	B. Bell	
21	278	Darrell Blalack	Nov
21	279	Dick Moore	Ex
21	280	Mike Smith	Nov
21	281	Gary Brand	Nov
21	282	Tom Dodson	Am
21	283	James Storey	Nov
21	284	Kenny Brown	Ex
21	285	Terry Davis	Nov
21	286	James Anderson	Nov
21	287	Larry Stephens	Nov
21	288	Terry McDonald	Ex
21	289	Gene Madsen	Nov
21	290	Jim Roberts	Am
21	291	M. Steele	Nov
21	292	Brad Clark	Nov
20	293	Thomas Cooper	Nov
20	294	Jack Rennau	Nov
20	295	George Naruga	Am
19	296	Ray Floskamper	Am
19	297	James Foxe	Nov
18	298	Larry Gorban	Nov
18	299	Harvey Brant	
18	300	Robert Hess	Nov
18	301	Raymond Peda	Nov
17	302	Michael Mockbee	Nov
17	303	Lee Lukens	Nov
16	305	Tommie Gowing	Am
16	305	Steve Monohan	Nov
16	306	Gordon Johnson	Nov
16	307	James Francis	Nov
16	308	Russell Atchison	Nov
15	309	Robin Harrison	Am
15	310	Michael Gibbons	Nov
15	311	Glenn Baird	Nov
15	312	Lester Roisum	Nov
15	313	Don Comean	Ex
15	314	Ed Young	Nov
15	315	Bob Coffman	Am
15	316	Gary Bang	Nov
15	317	Dick Legus	Nov
15	318	Johnny Addison	Nov
15	319	Curt Lesch	Nov
15	320	Dick Brittain	Am
15	321	Ron Moore	Nov
15	322	Bob Tondro	Nov
15	323	Bob Mazzenga	Am
15	324	Gil Spaethe	Am
15	325	Larry Mitchell	Nov
15	326	James Carter	Nov
15	327	R. D. Carpenter	Am
14	328	Steve Mintz	Nov
13	329	Steven Bonham	Nov
12	330	Olin Harlow	Nov
12	331	Chuck Basney	Am
11	332	Sam Crooks	Nov
11	333	Ronald Criswell	Nov
11	334	Paul Stoneking	Nov
11	335	John Contreras	Nov
10	336	Denis Hansen	Am
10	337	Don Byron	Nov
10	338	Laurie Venturine	Am
10	339	Jack Hateley	Ex
10	340	Tom Reichenbach	Nov
10	341	Greg Alexander	Nov
10	342	Earl R. Switzer	Nov
10	343	Fred Kanis	Nov
10	344	Richard Lynch	Nov
10	345	Robert Castle	Am
10	346	Justin Glidden	Nov
10	347	Graydon Miller	Nov
10	348	Jim House	Nov
10	349	Robert Mortensen	Nov
10	350	Richard Watts	
10	351	Robert Fish	
10	352	John Hagey	Am
10	353	Jin Cromer	Nov
10	354	Harold Mortenson	Nov
9	355	Larry Taylor	Ex
9	356	Marvin Perz	Am
9	357	Daniel Cromys	Nov
9	358	Peter Michael Shea	Nov
9	359	Don Osterman	Nov
9	360	Ronnie Mandile	Am
9	361	R. H. Gunn	Nov
9	312	John L. Travis	Nov
9	363	Robert Karnoff	Nov
9	364	John Ward	Nov
9	365	John L. Jarman	Nov
9	366	Richard Brewer	Am
9	367	Pat Callahan	Nov
9	368	Richard Marquis	Nov
9	369	Roy Jarrett	Nov
9	370	Daniel Ongais	Nov
8	371	Richard Mercier	Am
8	372	Robert Fish	Nov
8	373	Steve Bowden	Nov
8	374	Muko Joblonski	Am
8	375	Ron Rodarte	Ex
8	376	Antone Cordeiro	Am
8	377	Gary Kilmer	Am
8	378	Larry Warmsbecker	Nov
8	379	Bill Bradshaw	Nov
8	380	Tom Purcell	Nov
8	381	Larry Marlett	Nov
8	382	Daniel Muir	Nov
8	383	Mike Culbertson	Nov
8	384	Don Knight	
8	385	Brian Short	Nov
8	386	Nicholas Hernandez	Nov
8	387	Tom Chaney	Nov
7	388	Bill Carter	Am
7	389	Pete Douglas	Nov
7	390	Chuck Gentry	
7	391	John P. Callahan	Nov
7	392	Bruce Thompson	Nov
7	393	Jim West	Am
7	394	Bud Ferro	Nov
7	395	Gordon Mathieu	Am
7	396	J. R. Maddox	Nov
7	397	Brent Mitchell	Nov
7	398	Larry Davenport	Nov
7	399	Howard Rue	Nov
7	400	Don Lane	Nov
7	401	John Beems	Nov
6	402	Dhane Miller	Am
6	403	Wayne G. Williams	Nov
6	404	Tommy Lunar	Nov
6	405	Buck Griggs	Nov
6	406	Jerry Shere	Nov
6	407	Martin Van Winkle	Nov
6	408	Karl Jesinghaus	Nov
6	409	Don Burch	Nov
6	410	Timothy Hall	Nov
6	411	Lana Lee Page	Nov
6	412	Gary McPherson	Am
5	413	Jim Brown	Nov
5	414	O. L. McEuen	Nov
5	415	Bruce Bassey	Nov
5	416	Michael Halbert	Nov
5	417	Junior Cotner	Nov
4	418	William Moss	Nov
4	419	Robert Arnold	Nov
4	420	Bud Roughton	Nov
3	421	Dennis Herron	Nov
3	422	Jack Moffitt	Nov
2	423	Dewy Miller	Nov
2	424	Edward Arter	Nov
2	425	Steve Hunter	Nov
1	426	Jeff Lohof	Am
1	427	Larry Hoffman	Nov
1	428	William Traver	Nov

1967 DISTRICT 37 SIDEHACK POINT STANDINGS

	Pilots
1. Mike Parti	298 Pts.
2. Jerry Person	258
3. Larry Burley	207
4. James LeBlanc	170
5. David Roesch	151
6. Wayne Krogstie	133
7. Marvin LeBlanc	99
8. Bob Johnson	70
9. Don Kemp	60
10. Jim Moffitt	52
11. Mike Burns	51
12. Doug Bingham	50
13. John Palfreyman	47
14. Joe Heith	45
15. Joe Golsh	42
16. Jim Stevens	35
17. Wm. Ayers	8
	Pass.
1. Gary Weber	242
2. Grace Burley	199
3. John Burns	190
4. Jim Moffitt	81
5. Ed Wade	75
6. Jerry Sale	72
7. M. L. Ovaldson	58
8. Steve Foss	47
9. Don Miller	45
10. Bob Sheppard	44
11. Richard Sale	40
12. Don Sprinkle	36
13. Duncan Sprinkle	31
14. Joe Gardner	21
15. Bob Hayes	15

TRIUMPH

BREAKS LAND SPEED RECORD (191.302) AT BONNEVILLE!

The team of Murray and Cook hit the salt at Bonneville to break the land speed record for unstreamlined motorcycles. They also hold the quarter mile drag strip record at 157.89 (E.T. 9.67).

The Man Who Built The Record- Breaker Heads Up Our Triumph Department

Boris Murray, the man who built, tuned and serviced the record busting TRIUMPH heads up our TRIUMPH service department. You get the same expert workmanship on your cycle that went into the making of a champion. Stop in today! Boris has all the answers.

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WANT ADS

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RESULTS

JACK RABBITS M.C.
T.T. SCRAMBLES
Perris, Calif. Sun. Jan. 8, 1966

50cc AM. & EX. MAIN

Tony Mason	Yam
Frank McDowell	Hon
Bob Peck	Hon
Hank Slott	Hon
Eric Jensen	Toh

125-175 AM. EX. MAIN

Dan Carlton	Oss
Dave Brooks	Bul
Dave Stroman	Bul
Jin Doron	Bul
Al Guzman	Gel

200 AM. EX. MAIN

Tom Rockwood	Bul
Stan Rogers	Bul
Walt Smith	Bul
Joe Hamilton	Bul
Joe Colombero	Bul

100 NOVICE MAIN

Ken Lee	Hon
Larry Hammond	Hon
Jim Meriscal	Hon
Gary Scott	Yam
Fred Edwards	Hon

100 EXPERT MOTO

Tom Sherman	Hon
Hayward Mendenhall	Yam
Doug Yerkes	Bul
Larry Keeler	Hon
Don Alferd	Hon

OPEN EXPERT MOTO

Mike Van Acker	Tri
C.H. Wheat	Tri
Miller Haper	BSA
Ben Sakeldy	Tri
Jim Cowell	Tri

OPEN AM. MAIN

Dave Smith	H-D
Tom Carroll	Tri
Gary Jones	Tri
Ron Ehrhardt	BSA
Keith Mashburn	Mat

500 NOV. MAIN

Ron Stinnett	BSA
Bob Ward	Mat

PIE PLATE ?

Jon Smith	Mat
Charles Amstrong	Ind.

250 AM. MAIN

Dewayne Lundberg	Bul
Gary Meyer	Bul
Ron Root	Dot
Ron Moore	Bul
Jack McCafferty	Bul

250 NOVICE

Terry Donaher	Bul
Jim Foster	Hon
Don Williams	Bul
Bob Bates	Bul
Ted Sumner	Hon

100cc AM. MOTO

Scott Autry	Hod
Steve McMahan	Yam
Mike Harrison	Hod
Bob Scraton	Hon

250 EX. MOTO

Darrell Cody	Bul
Sonny Bruster	Bul
Keith Mashburn	Gre
Ray McCarter	Hus
Dick Brittan	Dot

500 EX. MAIN

Jim Hunter	BSA
Jon Rice	Hon
Clyde Litch	Hon
Monte Darling	Hon
Jim Erickson	BSA

OPEN NOV. MAIN

Terry Dorsch	Tri
Lynn Kastan	Tri
Joe Garbar	BSA
Jon Byron	Tri
Rich Cameron	Tri

500 AM. MOTO

Doug Douglas	Mat
Ray Nichols	Tri
Dave Brooks	BSA
Gordon Mathew	AJS
Jon Horn	Tri

350 AM. MAIN

Bill Holst	Hon
Rich Wunder	Hon
Rich Marquis	Hon
Gary McFerrson	Tri
Jerry Johnson	Hon

PASADENA M.C. HARE SCRAMBLES
January 8, 1967

OPEN CLASS RESULTS-UNOFFICIAL

Bud Ekins, 1st Op. Ex.	Tri
Malcolm Smith, 1st 250 Ex.	Hus
Deb Smith, 1st 250 Nov.	Hus
Rod Pack, 1st Am.Op.	Tri
Bob Belt, 2nd Ex.Op.	Tri
Lon Peterson, 2nd Ex.Op.	Tri
Jack Byer, 3rd Ex. Op.	Tri
Steve Kirk, 2nd Am.Op.	Tri
Larry Burquist, 3rd Ex. Op.	BSA
Bud Harvey, 3rd Am. Op.	—
Dick Fletcher, 4th Ex. Op.	Tri
Steve Hurd, Ex. 1st 500	Mat

TRAIL BIKE RESULTS-UNOFFICIAL

Jack Morgan	Hod	
Frank Morgan	Hod	
Al Baker	Hod	Bobby
Bobby Jones		
Roy Barnett		
Bobby Steffan		
Wes Anderson Jr.		
Pet Foster		
Harold Walder Jr.		
Jack Froelick	GIRLS	
Tom Fee	Jan Ditson	
Jim Sandefer	Terri Bryce	
Lawrence Thomas	Rose Martino	
Dick Wright	Tina Peterson	

"LIGHTWEIGHT SCRAMBLES FIRST ONE HUNDRED"

No.	Name	Class	Pts.
1x	Carl Patrick	Ex.	1463
2x	Dave Ham	Ex.	1390
3x	Kirk McDowell	Ex.	1346
4x	Keith Mashburn	Ex.	1193
5x	Doug Yerkes	Ex.	1012
6x	Bill Cody	Ex.	990
7x	John Sprague	Ex.	770
8x	Hayward Mendenhall	Ex.	762
9x	Rollie Clark	Ex.	751
10x	Ted Judge	Ex.	723
11x	Dale Smith	Ex.	683
12x	Leonard Earl	Ex.	645
13x	Tom Sherman	Ex.	616
14x	Jerry Hansen	Ex.	597
15x	Rick Hendrickson	Ex.	552
16x	Dan Guinn	Ex.	547
17x	Jeff Runyan	Ex.	536
18x	Don Alfred	Ex.	527
19x	Don Harris	Ex.	526
20x	Lee Stumpenhaus	Ex.	521
21x	Geo. Omo Jr.	Ex.	481
22x	Jay Lewis	Ex.	480
23x	Walt Smith	Ex.	472
24x	Gary Geyer	Am.	459
25x	Lonny Walters	Ex.	455
26x	Tony Mason	Ex.	449
27x	Ken Sparkman	Ex.	416
28x	John Lonof	Am.	409
29x	Mike Radner	Ex.	403
30x	Dewayne Jones	Ex.	394
31x	Rick Sherer	Am.	392
32x	Bob Peck	Am.	388
33x	Wade Zimmerman III	Ex.	385
34x	James Connolly	Ex.	380
35x	Jan Crawford	Am.	380
36x	Ray McCarty	Ex.	375
37x	John Riggen	Am.	368
38x	John Carbone	Am.	368
39x	Steve Scott	Ex.	365
40x	Dave Lewis	Ex.	360
41x	Joe Hamilton	Ex.	360
42x	Jim Doron	Ex.	358
43x	Lloyd Daley	Ex.	355
44x	Alfred Guzman	Ex.	354
45x	Dave Struman	Am.	347
46x	Dennis Earl David	Am.	338
47x	Kurt Lewis	Nov.	333
48x	Chris Robinson	Am.	319
49x	James Bassey	Ex.	317
50x	Jim Northern	Am	315
51x	H. Bradstankey	Ex.	314
52x	Wes Patterson	Am.	312
53x	Mike Morrissey	Am.	305
54x	Boscoe Burns	Ex.	300
55x	Dewayne Keeter	Ex.	290
56x	Jim Berry	Ex.	289
57x	Nick Verado	Am.	278
58x	David Brooks	Am.	277
59x	Richard Durkee	Nov.	271
60x	Malcolm Smith	Ex.	270
61x	John Wright	Am.	266
62x	Gary Jones	Ex.	263
63x	Chuck White	Am	257
64x	Steve Stricklin	Am	252
65x	Dinnis Ray Miller	Am.	252
66x	Brad Szutz	Am.	251
67x	Steve McMahan	Am.	241
68x	E. M. Pierce Jr.	Am.	236
69x	Francis Nestor	Ex.	234
70x	Ralph Acosta	Am.	231
71x	Tony Denius	Ex.	231
72x	Lawson Pedigo	Am.	229
73x	Marty Endless	Nov.	229
74x	Ronald Moore	Am.	229
75x	Frank McDowell	Ex.	228
76x	Keith Kruser	Ex.	225
77x	Phillip Wood	Am.	224
78x	Gordon Johnson	Am.	221
79x	Ron Glasgow	Ex.	220
80x	Hoppy Hopkins	Am.	211
81x	Barry Hirst	Am.	208
82x	Keith Klafs	Nov.	206
83x	James Pecorilla	Ex.	203
84x	Dave Smith	Ex.	201
85x	John Rice	Ex.	200
86x	Darral Scalla	Am.	199
87x	Geo. Omo Jr.	Am.	196
88x	Dan Carlton	Am.	196
89x	Fred Edwards	Nov.	194
90x	Paul De Latorre	Am.	191
91x	Mik K. Cross	Am.	189
92x	Barry Sulkin	Am.	183
93x	Ron McDaniels	Am.	181
94x	Don Dobbins	Ex.	180
95x	S. John Colombero	Nov.	180
96x	Don Afflack	Nov.	179
97x	Bill Fulton	Nov.	178
98x	Robert Graver	Am.	174
99x	Jim Coughran	Nov.	162
100x	Kenneth Neal	Am.	160

SOUTHERN CALIFORNIA TRIALS ASSOCIATION ENGLISH TRIALS RESULTS
Dana Point, January 8th, 1966

Finish	Name	Pts. Lost	Bike & Size
MASTER			
1**	Jim Wilson	13	200 Tri
2**	Bob Grove	15	250 Gre
3	Bob Allen	29	250 Gre
4	Dick Murray	50	175 BSA
	Ralph Moore (Did not finish)		
	Charles Blosfield (Did not finish)		
EXPERT			
1**	Robert Nickelsen	41	250 CZ
2**	Harry Brattin	52	200 Tri
3	Sig Erson	55	250 Gre
4	Jim Cameron	58	175 Mon
5	Don Morgan	59	350 Mat
6	George Steward	60	200 Tri
7	Jim Smith	68	250 BSA
AMATEUR HEAVYWEIGHT			
1**	Larry Payne	40	305 Hon
2**	John Butz	44	441 BSA
3	Glenn Miles	45	305 Hon
4	Mike Capalite	46	500 Mat
5	Don Dixon	49	500 Mat
6	Bud Hedrick	62	500 Tri
	Richard Shepard (Did not finish)		
AMATEUR LIGHTWEIGHT			
1**	David Evans	8	250 Bul
2**	Bill Stowers (tie)	17	250 Gre
2**	Howard Smith (tie)	17	250 Bul
4**	John Walters	25	250 Hon
5	Jack Graehl (tie)	27	120 Suz
5	Rusty Spencer	37	125 Yam
7	Greg Welch (tie)	39	120 Suz
7	Francis Steward (tie)	39	200 Fan B
9	Robert Fry	45	250 Gre
10	Duane Stone	51	250 Gre
11	Dale Sutton	59	250 CZ
12	Robert Mendenhall	68	175 Mon
13	Gene Mitchell	69	200 Bul
AMATEUR WOMEN			
1**	Nancy Walters	16	55 Hon
2**	Rickie Fry	22	80 Yam
3	Carrol Stone	22	80 Yam
4	Edna Evans	33	125 Yam
5	Carol Brattin	44	50 Hon
6	Ione Murray	50	50 Hon
AMATEUR LIGHTWEIGHT ULTRA			
1**	Duke Wirtz	18	S90 Hon
2**	John Erson (tie)	24	90 Hod
2**	Bill Libbrecht (tie)	24	S90 Hon
4**	Charlie Hogue (tie)	28	90 Hod
4**	Jim Stacey (tie)	28	90 Hod
6	Steve Hopper	36	80 Yam
7	Steve Randle (tie)	41	S90 Hon
7	Tom Stowers (tie)	41	80 Yam
9	Greg Staley	43	80 Yam
10	Dennis Wilson	56	100 Yam
11	James Langley	64	80 Suz
	Ron Swinger (Did not finish)		
	John Cole (Did not finish)		

**Denotes Award Winners

Southern California Road Riders Point Standings (for Participation in RRC Road point runs) As of Jan. 2, 1967

MALE SOLO

J. M. Jones	2251
Dennis Lauche	1993
Gerry McKinney	1984
Jess McWhorter	1784
Darrell Steen	1771

FEMALE SOLO

Betty McWhorter	1780
Lee Harrison	1717
Carolyn Wingfield	1630
Ester Smith	1223
Pam Hendricks	1163

PASSENGER

Dee Jones	2220
Edie Steen	1758
Sadie May	1681
Vi Perry	1546
Jan Blume	1351

SIDE CAR

Dale Stoddard	1302

CLUB PERCENTAGES

Lucky Wheels	71.2%
Santa Ana Cruisers	39.9%
Overlanders	38.2%
Norwalk Rockets	35%
Norwalk Centaurs	35%
California Rainbows	33.5%

GROUNDSHAKERS M.C.
HARE AND HOUND
Las Vegas, Nevada
Jan. 8, 1967
Submitted by Herb Hill

*M. Switzer	Greeves	1st 250 Ex.	
*B. Hill	Greeves	2nd 250 Ex.	
*M. Van Buskirk	Greeves	1st 250 Am.	
T. Griebel	Greeves	3rd 250 Ex.	
*M. Montoya	Bultaco	1st 250 Nv.	
*W. Fordin	Triumph	1st 650 Nv.	
B. Tooley	Yamaha	1st 90 Ex.	
S. Ross	Greeves	2nd 250 Am.	
*D. Darland	Hodaka	1st 90 Am.	
*W. Day	Triumph	2nd 650 Nv.	
F. Morgenstern	Greeves	4th 250 Am.	
M. Schafer	Triumph	3rd 650 Nv.	
L. Wolfley	Triumph	4th 650 Nv.	
J. Willey	Montesa	3rd 250 Am.	
*K. Scales	Greeves	2nd 250 Nv.	
*E. Fordin	Bultaco	3rd 250 Nv.	
*J. Richen	BSA	1st 500 Nv.	
M. Iverson	Greeves	4th 250 Nv.	
G. Stewart	Greeves	5th 250 Nv.	
G. Perryman	Greeves	6th 250 Nv.	
G. McDevitt	Bultaco	7th 250 Nv.	
L. Chapman	Triumph	5th 650 Nv.	
R. Sattler	BSA	2nd 500 Nv.	
K. Strickland	Suzuki	8th 250 Nv.	
T. Sisco	Honda	1st 500 Am.	
*L. Fordin	Honda	1st 90 Nv.	
*G. Bean	Hodaka	2nd 90 Nv.	
J. Haynes	Montesa	4th 250 Am.	

A total of thirty-eight riders started and twenty-eight finished.
*denotes trophy

CARLSBAD AMA SPORTSMEN ROAD RACE RESULTS

10 MILE OPEN CLASS FINAL

1. Eddie Mulder	Tri
2. Travis Petton	Tri
3. Gene Romero	Tri
4. Myron Carter	Tri
5. Ben Fakkedldy	Tri

(500cc CLASS WINNERS)

1. Cal Rayborn	H-D
2. Ken Clark	Tri

(350cc CLASS WINNER)

1. Dave Allee	Hon

7 LAP ULTRA-LIGHTWEIGHT FINAL:

200cc CLASS:

1. Barry Sulkin	Hon
2. Ron Phillips	Bul
3. Ray Frost	Mon

160cc CLASS

1. Moe Conserriere	Bul
2. Carl Potter	Hon

100cc CLASS

1. Dave Smith	Yam
2. Bob Deutchman	Hod
3. Chuck Baker	Zun

500cc CLASS

1. John Hately	Yam
2. Rick Sherer	Hon

10 MILE 250cc CLASS FINAL

1. Dick Hammer	Suz
2. Walt Fulton Jr.	Suz
3. Doug Boiles	Yam
4. Larry Pruett	Yam
5. Don Vesco	Yam

(NEW RIDER DIVISION) 250cc

1. Dave Smith	Yam
2. Terry Grotefield	H-D
3. Gerry Howerton	Yam
4. Brian Sherer	Yam

PRODUCTION CLASS FINALS

250cc CLASS

1. Dave Damron	Suz
2. Walt Fulton	Suz
3. Tony Nicosia	Suz
4. Jim Damron	Suz
5. Steve Bowden	Suz

200cc CLASS:

1. Frank Fullylove	Hon
2. Monty Pierce	Bul
3. Dick Sears	Hon

100cc CLASS:

1. Roger Bader	Kaw
2. Don Thomas	Yam
3. Ron Littlefield	It-Jet

50cc CLASS:

1. Mike Capalite	Hon

LONG BEACH INDOOR SHORT TRACK RESULTS:
Saturday, Jan. 7, 1967

100cc MAIN EVENT:

1. Ralph White	Hon
2. Tom Rockwood**	Hon
3. Russ Robinson	Yam
4. Butch Corder	Hon
5. Rick Woods**	Yam
6. Paul Wilde*	Yam
7. Elliott Schultz	Hon
8. Eddie Wirth	Hon
9. Ron Pierce*	Hod
10. Dusty Coppage	Hon

250cc "B" FINAL:

1. Jack O'Brien	H-D
2. Rick Woods**	Duc
3. Guy Louis	Enf
4. Mike Spitzer**	H-D
5. Cal Rayborn	H-D
6. Mike Linthicum*	Hon
7. Russ Robinson	Bul
8. Swede Savage	Mon
9. Merle Hamm**	Duc
10. Ron Kruseman	Tri

250cc FEATURE MAIN EVENT:

1. Jim Odom*	Suz
2. Gene Romero	Tri
3. Phil Cancilla	Suz
4. Dick Mann	H-D
5. Eddie Mulder	Tri
6. Mike Yarn*	Mon
7. Carl Cranke**	Tri
8. Dusty Coppage	Tri
9. Mert Lawwill	H-D
10. Dan Haaby	BSA

TROPHY DASH (250cc)

1. Mert Lawwill	H-D
2. Dick Mann	H-D
3. Eddie Mulder	Tri
4. Mike Yarn	Mon

**Denotes novice rider
*Denotes amateur rider

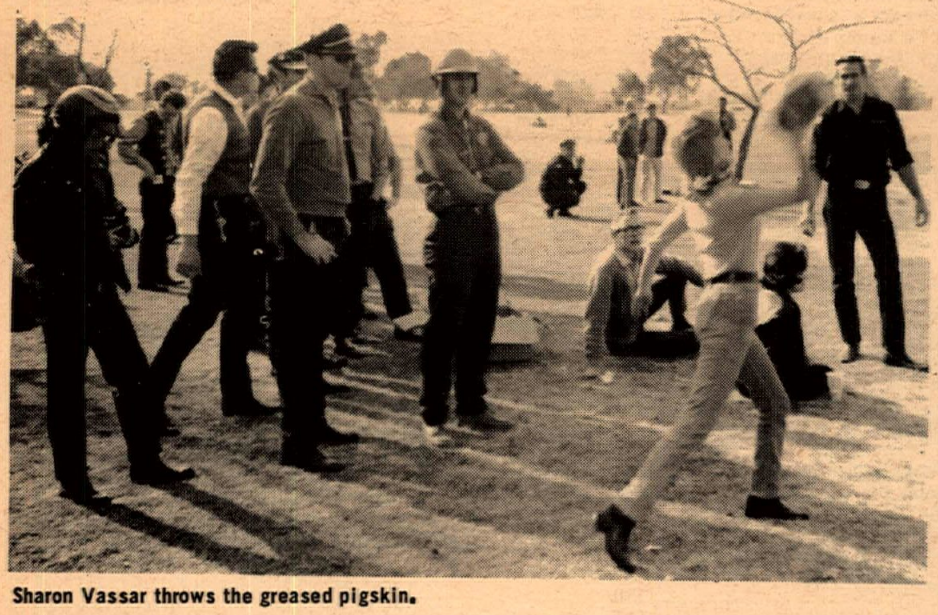
Road Riders Sociable On First Run

Story & Photos by Robert O. Fee

Attendance at the first poker run of 1967 broke all records for the first run of the year in Southern California. Four Hundred and fourteen motorcycle enthusiasts entered the Sociables M.C.'s 2nd annual Rain Drop Run, Sunday, January 8th. But it didn't rain.

Best Dressed family contest was won by the Jenningses (left).

Vern Selby tries to balance while B.D. Miller, Dave Case and Widge Byrd time the contest and catch the bikes if they fall.



Sharon Vassar throws the greased pigskin.

Sociable Sociables sign in riders for the year's first road run.

Oxnard M.C. arrived at the finish in good-looking shape.

Peewee Morris and wife Mary turned out in beautiful charro costume. All ready for Ensenada, amigos?

Sweepstakes winner Odie Porterfield with his impressive award.

Best riding club observed: Ace of Clubs M.C.
First club to arrive: Oxnard M.C.
Largest club present: Ace of Clubs M.C.
Best Dressed club: Overlanders M.C.
First Entry: Pee Wee Morris
Best Dressed Male: Charlie Brown
Best Dressed Female: Ruth Blanchard
Oldest Rider: Hub Houghton (65)
Youngest Rider: Danny Young (15)
Guess the Crackers (# in the box) Larry Blum & Thomas Connell (tied) guessed 170—actual count 171
Long Distance Rider: Mike Martin (351 miles from Fort Ord)
Bean throw contest: Katy Harris & Chris Wunk (tied)
Greased Ball Throw: Dolores Nicola
Best Dressed Family: The Jennings
Hard Luck: Max Temple, split his seat (pants) Ross Cayer.

Both sides of Main Street and Adams Blvd. were jammed with touring machines as clubs rendezvoused and outriders arrived at the Los Angeles Harley-Davidson shop to sign in for the one day event. Three giant urns of coffee and 600 doughnuts were served the riders who were bundled up against the brisk early morning temperatures. The bright sunshine soon took the edge off the sharp chill and most of of the entrants shed their leather later in the day.

The route map was a masterpiece of mis-information, but no one seemed serious in their objections. The fact that there are two Valley Blvd. exits from the San Bernardino Freeway was the first confusion encountered. Later, in Pomona, the street named Holt had been misspelled Hoyt, resulting in the majority of riders milling around that town for a while. Notations meant to be approximate locations of the check points were taken by the riders to be exact and some entrants were frantically looking for a check point that they had already passed.

Everyone finally made it to the finish at Legg Lake Park in El Monte. The Sociables started individual games of "bean toss" and "throw the greased football" well before the deadline. Immediately following the 2 p.m. deadline, best dressed and field event competition got underway.

Because Widge Byrd goofed on the map, the club continued to accept riders until the pick-up crew came in. Those riders arriving after the deadline were eligible to enter only the contests remaining on the program.

The Sociables kept the activities rolling right along, conducting several events at once. The balancing contest got a big play from the cyclists. Ken Osmond and Gerald McKinney tied with another rider by balancing their machines without a foot on the ground for 4 seconds. Ken won the event after two run-offs with a time of 3 seconds. He was astride a Triumph.

The barrel roll attracted a large crowd of spectators who watched the big Harleys get aced out by a mini-bike. Burney Clark not only scooted the 50 gallon drum down the narrow lane, but in an outstanding display of control turned the drum around and returned it to the starting line.

The riders putting the final polish on their motorcycles received a shock when Sociable's Referee, Jim Flynn, announced that the best dressed competition would be without motorcycles in another area.

The Sociables arranged for a catering truck to be available in the parking lot for the rider's refreshment. Everyone took advantage of it and many were observed relaxing on the green grass while eating their lunch.

The Sociables probably broke another record with their Sweepstakes trophy. It was donated by Dick Hutchins of L.A. Harley-Davidson and stood at least 4 feet tall.

Winners of the various contests and poker hands are:

MALE SOLO (draw)
1. Harold Shepherd
2. Duane Ripley
3. Albert Morris
4. Mike Reynolds

FEMALE SOLO (draw)
1. Judy McCombs
2. Esther Smith

PASSENGER (draw)
1. Estella Gutierrez
2. Betty Durfee
3. Rick Jennings.

FEMALE (poker)
1. Judy McCombs
2. JoAnn Turcotte
3. Francis Gilliam

MALE (poker)
1. Dale Stoddard
2. Bruce Smith

SWEEPSTAKES
Odie Porterfield

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CYCLE NEWS CLUB DIRECTORY

IS YOUR CLUB LISTED HERE?

Listing in this department is free, contributed as a service to CYCLE NEWS readers and California motorcycle clubs. As a result we have to rely on the motorcycling public to advise us when listings are erroneous or out of date. If you discover a discrepancy in this department, please write or call us to set it right.

AMERICAN CYCLE ASSOCIATION, for all riders in speedway, moto-cross and road racing as well as enthusiasts. If you would like to compete or be associated with racing in the capacity of course personnel, contact the A.C.A. office, P.O. Box 247, Fullerton, Calif. or call (714) 847-7629.

AMERICAN FEDERATION OF MOTORCYCLISTS (AFM) Meets in Los Angeles. "A democratically organized group of competition riders and race workers located throughout the state of California. Write: P.O. Box 8352, Universal City, California, 91608. Attn: Tom Finley, President, L.A. Chapter.

AMERICAN MOTORCYCLE ASSOCIATION, National sanctioning body. 5030 North High Street, Columbus, Ohio (P.O. Box 1049).

ANTELOPE RAMBLERS M.C. of Palmdale, AMA chart. Meets every Tues. at 17832 Sierra Hwy. Saugus, Calif. Post meeting refreshments.

BARSTOW M.C. of Barstow, Calif. AMA sanct. Meets 2nd & 4th Thurs. ea. mo. at new address. Barstow Police Dept. Auditorium at 225 E. Mountain View. New mail address: P.O. Box 821, Barstow, California.

BLACK HAWK MOTORCYCLE CLUB-Contact Larry de Raad, 555 Alvarado St., Brisbane, Calif. Phone 467—2059 for meeting time and place.

BLUE BARONS M.C. 1315 South 41st Street, Tacoma, Washington.

BMW CLUB OF Northern California, 335 Paramount Dr., Millbrea, Calif. 94030.

CALIF. EAGLES M.C. road club, AMA chart. Member of RRC. Meets 2nd & 4th Thurs. at 1702 E. 65th St., Long Beach, Calif.

CALIFORNIA GOPHERS MC of Prado Park. AMA Sanct. Address P. O. Box 2575, Bell Gardens, Calif. Meets 2nd — 4th Tues. of each month at Jack Rabbits Club House, 9143 E. Compton Blvd., Bellflower at 8:30.

CALIFORNIA RAINBOWS Road Club, AMA Sanctioned. Address 14561 Revere Dr., Westminster. 897-3309.

CHECKERS MC, 1710 Magnolia Blvd., Burbank. Enquire at Smithy's anytime. "A chance to mingle with the best." Wed. nite, 8:00 p.m.

COACHELLA VALLEY M.C. A.M.A. sanctioned competition club. Meets every Wednesday, 8:00 p.m. at the Dog House, 71409 Hwy 111, Rancho Mirage, Calif. Phone:- The Honda Shop, 328-2281.

COLORAMAS M.C. meet 1st Sat. of month at 8 p.m. Contact Frank Gerwat, 14263 Hoyt St., Arleta, Calif. 899-8329.

CYCLE CLUB OF 1ST BAPTIST CHURCH of Van Nuys. Meets every Thursday at 7:30 p.m. and Sat. at 1:00 p.m. Shop and maintenance facilities. Address c/o Richard Cohen, First Baptist Church, 14800 Sherman Way, Van Nuys.

DESERT CHALLENGERS M C—Desert comp. club. AMA charter. Meet 2nd and 4th Thursdays at 7:30 p.m. Call CH 5-9765 for meeting place. We want desert riders.

DIRT DIGGERS M.C. Comp. Club ACA sanct. Meets at 1615 Lincoln Blvd., West Los Angeles. Phone 392-1258 for times.

DIRT DIGGERS NORTH 1903 T Street, Merced, Calif. 95340. Phone 722-3477.

DUSTERS M.C. of Wilmington. AMA sanctioned. Meet Monday nights 8:00 at 23015 Catskill, Wilmington, Calif.

DYNA-MITES MC of El Monte, Calif. AMA sanc. Meets at 12359 Felipe, El Monte every Tuesday at 8:30 p.m. Mail address: 12359 Felipe, El Monte, Calif. Phone: GI 8-3567.

FAR WEST MC Meets every Friday, 9:00 p.m. at Eagles Club, 1317 Calif. St., Eureka, Calif.

FOUR ACES M.C. invite you to our meeting any Thurs. night at 8 p.m. in the Field house behind the ball diamond, North Hollywood Park on Chandler St. Mail address: P.O. Box 922, North Hollywood, Calif. 91603.

FOOTHILL HAWKS MC. Meets every Tues. at 8:30 p.m. at 116 S. 6th St., Montebello, Calif. For info. call Paul at 699-0298.

GHOST RIDERS of Pomona, Calif., Road Riding Club. Meets 1st and 3rd Friday at 2231 Concord Ave., Pomona. Write E. D. Coleman, address same (714) 623-4676.

GOLDEN STATE M.C. of Pasadena. Road riders rep. H. W. Borden, 5406 N. Maple-tree, Arcadia, Calif. GI 8-9388.

GREYHOUNDS competition club. Scrambles and desert. Meet every other Wed., 8 p.m. at Saber Room, 1629 Empire St., Burbank. Phone 285-4466.

GRIPSTERS M.C. Competition club. P.O. Box 272, Placentia, Calif. Meetings Mon. nights 7:30, Chapman Hall, Placentia.

GROUNDSHAKERS M.C. a desert competition club. Las Vegas, Nevada. Meetings now and again, events irregular, no officers, but well organized when it counts. Address: 865 French Circle, Las Vegas.

HAWTHORNE GOPHERS M.C. Competition and scrambles club. AMA charter. Meets 8 pm second Tues of each month at 4751 W. 166th., Lawndale. For info. call (213) 370—7630.

HI-HATS M.C. AMA Sanctioned. Meets every Tuesday 8:30 p.m. at C.A.P. building, Buchanan Field, Concord, Calif. Mail address: P.O. Box 467, Martinez, California.

HI-JINX FAMILY M.C. of Norwalk. Road runs, fun meets, competition, etc. Meetings held 1st Mon. of month at 7:30 p.m. at Jenkins Sports Ctr., 13200 San Antonio Dr., Norwalk. Visitors welcome, new members invited. For info call 864-2860.

HI-BOOTS MC. Combined Road and Comp. Club. Nebo Hall on Nebo Drive, La Mesa. Meetings every Tues. 8:00 p.m. Third Tues. every month is club social.

HILLTOPPERS MC INC. of Signal Hill, Calif. AMA Sanc. Meets at 2255 Cerritos, side entrance, Signal Hill. Thurs. at 8 pm.. Post Meeting, refreshments. Mail address P. O. Box 1746, Long Beach, Calif.

JACKRABBIT COMPETITION MC. Meets every Monday at 8:30 p.m. at the Jackrabbit club house, 9143 East Compton Blvd., Bellflower (Just off Lakewood Blvd.)

LANCERS M/C - Comp. club. Meets every monday 8 pm at San Mateo. For meetings and other info contact club at A&A Motors, 2176 So. El Camino, San Mateo, Calif.

LIGHTWEIGHTS M.C. AMA sanctioned competition club. Meets every 1st and 3rd Tuesday of each month. Floyd E. Lewis (sec.) 5702 Parapet Street, Long Beach. Phone: HA 9-0405.

LONERS no organization, no meetings, just guys and girls who like to ride cycles in Calif. and read Cycle News. Mailing address Box 498, Long Beach. Watch for the Big Sur Prize Meet Labor Day.

LOS PADRES MC Inc. of Ventura County. AMA sanctioned competition club only. Meets every 1st and 3rd Thurs. of each month. Pres.: Bill Luttrull; Sec'y: Phil Todd. Mail address 697 Vine St., Oak View, Calif. (805) 649-2972.

LOS ANCIANOS M/C CLUB, 7109 Connestoga Way, San Diego, Calif. Contact Bill Steider (714) 286—3756 for further info. Desert club and Baja M/C trips. (dirt riders only)

LUCKY FEW MC AMA sanct. meets 1st & 3rd Tues. at 7:30 p.m. 13406 Lakewood Blvd., Bellflower. Address 13831 Yaak St., Garden Grove. (714) 893-1156.

LUCKY WHEELS MC. Road Riding Club. Meets 8:00 p.m. on first and third Friday of each month, at H-D shop, 1241 W. Holt St., Pomona. Phone 633-5417. AMA & RRC. Pres.: J. M. Jones - 983-2524.

MARRIED WHEELS MC. of ONTARIO. AMA sanctioned. Meets 2nd and 4th Saturday of each month, 7:30 p.m. at 1241 W. Holt Blvd., Ontario. Welcome all married couples.

MONARCH M.C. 901 N. LaBrea, Inglewood, Calif. 671-7609.

MOTORCYCLE RACERS INC. National bargaining agent for Class C professional riders, owners & mechanics. Phones: 678-7621, 372-0536. Write: Box 90221 Airport Station, Los Angeles.

NOMADS COMPETITION CLUB. Meets 2nd and 4th Thursday of each month. Vice President, Claude Mace. Phone 379-3564. 1717 Welacott, Redondo Beach.

NORWALK CENTAURS M.C. 12630 Whittier Blvd., Whittier. Meets 1st Thurs. of month, ride nights on other Thursdays. Open for membership, visitors welcome.

OAKLAND MOTORCYCLE CLUB. Road & Competition club. Meets every Wednesday at 116-36th Street, Oakland, Calif. 8 p.m. Since 1907 devoted to safety and courtesy on the road.

OILERS M.C. Competition Club. Meets every Tues. night, 8 p.m. at 615 Fourth St., Coronado, Calif.

ORANGE COUNTY MC of Orange County, Calif. AMA sanc. Meets at clubhouse, Trask & Newhope, Garden Grove, Calif., every Monday at 8 p.m. Mail address: Trask & Newhope, Garden Grove, Calif.

PACIFIC COAST MC of Southgate. AMA sanct. Meets first Friday of each month, 8:00 p.m. and third Friday at 7:00 p.m. at Southgate Park Recreation Center, Room 2. RRC. Visitors welcome. New members always wanted. Enquire: 5931 La Beck, Bell Gardens. 773-6810 before 3. Captain: Jim Cleghorne, 634-2629.

PACIFIC COASTERS M.C. Road Club. John E. Stoner, Sr. President 474-4372 1418 E. 7th. St., National City or Charles Ray Myers, V.P. 4502 Gila St. San Diego (714) 274—3755.

PASADENA MC of Pasadena, Calif. AMA sanc. Meets at 21 E. Howard, Pasadena, every Monday at 8 p.m. Post-meeting refreshments. Mail address: 21 E. Howard, Pasadena, California.

PERRIS VALLEY MC of Perris, Calif. AMA sanc. Meets at Perris Motorcycle track every 1st & 3rd Fridays at 8:00 p.m. Mail address: P.O. Box 371 or 472 Perris, Calif., Phone 657-3678.

PLAYBOYS OF LONG BEACH MC INC. AMA Sanctioned. Meets every Thursday 8 p.m. at 406 W. 234th St., Wilmington. Ph. TE 5-7803.

PORTERVILLE SPINNERS MC of Porterville, Calif. AMA sanc. Meets at Spinners Clubhouse, 1779 Crystal St., Porterville, Calif. every Tuesday at 8 p.m. Mail address: P. O. Box 1241. Porterville, Calif.

PROSPECTORS MC of Gardena, Calif., AMA sanc. Meets at Thornberg Park, Gardena, Calif. every Tuesday at 8 p.m. Mail address 1651 Market St., Gardena, Calif.

RAMS M.C. AMA sanctioned. Meets 2nd and 4th Thursdays 8 p.m. at the Van Nuys Playground, corner of Van Nuys Blvd. and Van Owen.

ROAD RAMBLERS. Road Riding Club. Meets 1st & 3rd Saturday of each month at 11503 E. 214th St., Lakewood, Calif. Write Jim Collins, 14286 Keese Dr., Whittier, Calif.

ROAD RIDERS M.C. INC. of South San Gabriel. AMA Sanctioned. Meets at 3044 Jackson Street every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

ROUGH RIDERS MC of Paramount, Calif. AMA sanc. Meets at 8434 Harrison St., Paramount, every Thursday at 8:30 p.m. Mail address: Rough Riders MC, P.O. Box 516, Paramount, Calif. Phone ME 3-4368.

ROYAL RIDERS MC, INC. of S. San Gabriel. AMA sanct. Meets at 3044 N. Jack-St. every Tuesday, 8:00 p.m. Mail address as above. Post meeting club run during activity contest. Shuffle board and skill pool at clubhouse.

SCRAMBLASTERS M.C. of Mint Canyon. A new club looking for members in the Newhall, Saugus Area. Call Irv Steinman (805) 252—0815 for info.

SANDBLASTERS MC of Ridgecrest. Meets every Thursday. Mail address: P. O. Box 5709 China Lake, Calif.

SAN JOSE DONS M.C. AMA sanctioned dirt events. Contact Joseph M. Berridge 343 Jerome Street, San Jose, California.

SALINAS RAMBLERS M.C. AMA sanctioned dirt events. Contact Bob Wayman, 324 North Main Street, Salinas, California.

SAN GABRIEL VALLEY M.C. AMA Sanctioned. Meets every Thurs. 8 p.m. at 5343 Peck Rd., El Monte. Mail address: P.O. Box 813, El Monte, Calif.

SAN PEDRO MC of San Pedro, Calif. AMA sanctioned. Meets at B & M Enterprises, 128 S. Pacific Ave., S. Pedro, every Thurs. 8:00 p.m. Mail Address: 906 Paseo Del Mar, San Pedro, Calif. Phone: TE 3-2661.

SAN RAFAEL M.C. - Meets at Cycle Town, 116 Greenfield Ave. San Anselmo, Calif. Every Thursday at 8:15 pm For further info call (415) 370—7630.

SCRAMBLERS MC of San Fernando Valley, Calif. AMA Sanc. Meets Reseda Park Clubhouse, Reseda, Calif., every Tues. nite 8:30 p.m. Mail address: 7514 Reseda Blvd., Reseda, Calif. Ph. 345-8678.

SIDEHACK ASSN. of So. Calif. AMA chart. Meets at Vineland Gardens, 6159 Vineland, North Hollywood, Calif. Meets 1st and 3rd Monday of the month at 8:30 p.m.

SIMI VALLEY MC of Simi Valley, Calif. AMA sanc. competition club only. Meets every Tuesday at 8 p.m. Mail address: P.O. Box 127, Simi, Calif. Phone 526-9955 or Jim & Dusty's.

SINNERS MC. of L.A. area. AMA sanction Meets Mon. nite 11517 S. New Hampshire in rear. Refreshments during meeting Phone: (213) 756-4858.

SILVER CITY SCRAMBLERS M.C. — Southern Nevada's oldest motorcycle club. Competition club for the discriminating rider. Meets 2nd & 4th Monday each month. 716 Stewart, Las Vegas, Nevada. So. Nevada local racing info.

SO. CAL. M/C, Desert Competition Club. AMA Sanct. Meets every Wed. 8:30 p.m. Olive Recreation Center, Burbank, Calif. Mail Add. 1026 N. Evergreen, Burbank, Call TH 8-3839.

SO. CALIF. ROAD RIDERS COMMITTEE. P.O. Box 2107, Alhambra, Calif. Meets 8 p.m. 1st Monday each month, Prudential Savings & Loan (rear entrance 1300 E. Valley Blvd., Alhambra. All road clubs invited.

SOUTHERN CALIF. TRIALS ASSOCIATION— English Trials enthusiasts. Secretary: Raymond Moreau, 4707 W. 164th St., Lawndale. 370-8491. Observers welcome and needed.

SOUTHWEST CHAPARRALS OF CALIF., Meets 1st and 3rd Wednesday of each month at 7:30 p.m. at Motorcycle Goodies, 13446 Lakewood Blvd., Bellflower, Calif. 442-1646.

SPOKE BENDERS M C Inc. Desert competition club. Meetings 2nd and 4th Wednesdays at 9 p.m. El Retiro Park, Hollywood Riviera (126 Vista Del Parque) Mailing address P.O. Box 296, Lawndale, Calif. Phone DA 6-0855.

STRIPED CRUSADERS M.C. AMA Chartered. Membership open to any and all competition riders. Meets weekly at 8 p.m. each Wednesday at 1615 Lincoln Blvd., Venice, Calif.

SUNLAND SHAMROCKS MC of Sunland, Calif. AMA sanc. Meets every Wednesday at 8:15 p.m. at the Sunland Park Recreation Center in Sunland, Calif. Mail address: P.O. Box 515, Sunland, Calif.

TANDUMS family fun club. 13220 S. Van Ness, Gardena, Calif.

TERRAPINS M.C. A.M.A. sanctioned. Road Runs. Secretary Martha Palmer, 3211 — 39th Street, San Diego, California 92105.

THROTTLE HOUNDS M.C. AMA Sanctioned. Meets every Wednesday at 7:30 p.m. in clubhouse at 534 East Chapel in Santa Maria.

THUNDERBIRDS M.C. 13442 South New Hampshire, Gardena, California.

13 REBELS M.C. AMA sanct. since 1939. Street & competition club. Meet every Wed. 8 p.m. at Shell Motors, 3346 Century Blvd., Lynwood. 638-4864.

TRINITY TRAILSTERS M.C., INC. — AMA Sanct. Meeting every Fri. night at 8 p.m. Kiser Bros. Cycle Shop. Mail address: Box 177, Willow Creek, Calif.

TWIN WHEELERS MC. AMA sanctioned. Meets Thurs. 8 p.m., Stroube and Alvarado Sts., El Rio. Mail address: P.O.Box 102, Oxnard, Calif. 485-5201.

VALLEY TRACKERS MC of Sepulveda, Calif. AMA sanc. Meets at 9010½ Sepulveda Blvd. every Monday at 8 p.m. Post Meeting. Mail address: c/o Don Mattson, P.O. Box 3367, Granada Hills, Calif.

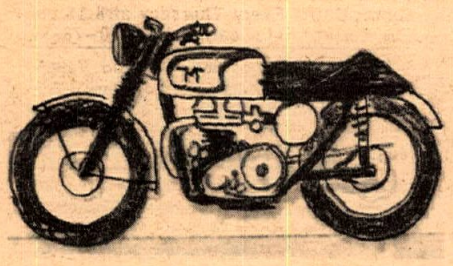
VENTURA & SANTA BARBARA COAST RIDERS. Meet 2nd & 4th Wednesday of the month 8 p.m. at 1346 W. Poplar St., Oxnard.

TRAVEL

MEXICO TO MONTREAL THE HARD WAY

CONTINUED FROM LAST WEEK

BY CHUCK CLAYTON



If you've wondered what happens when the front tire lets go suddenly on a motorcycle traveling at 70 mph, I can report that there is a sudden waviness in the steering, as if the dampener were too tight. Then as you slow down the bars begin to tug, but the real loss of control only happens when you drop below about, 40 mph. At high speed I guess centrifugal force keeps the tire billowed out, but as speed drops, the tire flattens and the forks want to turn. I put the muscle to the bars, slowed to a quishy stop and inspected the tragedy.

The tube was beyond repair — stem pulled clean off. Regretfully I remembered that particular innertube was originally fitted nearly five years before, at the factory. It had worn out two tires and tiptoed through all the puncture-littered streets of Mexico without ever a leak. Just goes to show you caint depend on nothin.

Problem: Where to find a motorcycle innertube in the middle of New York State at high noon on a Sunday? It was too much for my mind right then so I stretched out on the green parkway beside the bike and snoozed until the crunch of tires stopping on gravel woke me up. I opened one eye and saw a state trooper standing over my supine form.

"I thought you were a corpse," he said, sounding a little disappointed. He ran a curious eye over the Matchless and its cargo tied on with black rubber bands. "You come all the way from California on this?"

"Via Mexico City yet."

"Boy," the trooper chuckled shaking his head, "You shore like a beating."

Trying not to appear overly masochistic I inquired if he might know where a tube could be had so I could continue the flagellation.

"There's some fellows near here that might have something you could use. If you want, I'll run you over."

I jumped right up, "No thanks! But if you could give me a ride, I'd sure appreciate it."

In a minute I was officially deposited at the combination gas station-home of a family named Beebe. One of the best excuses for motorcycle traveling is the chance of meeting some of the great bunch of friends you never knew you had — like the Beebes.

Their environment was a wonderland of wheels and machinery. Father Beebe had bought out the rolling stock of a bankrupt thrill show and the dozen or so old Harleys and Indians rotted gratefully behind the house. Number one son was hopping up a BSA Road Rocket. Number two son had just learned to ride his father's immaculate Duo-Glide and bubbled with ambitions to revive one of the thrill wrecks and go racing at the local flat track.

As soon as they heard my tale of misfortune Nos. 1 and 2 sons were dispatched with a truck to fetch the Matchless, while father Beebe and I searched the premises for a suitable tube. The only thing we found that came close was a 450 x 19 auto tube from a 1928 Model A. It would do in a pinch and I was grateful, but Number 1 son wouldn't hear of it. He sacrificed a brand-new tube out of his dismantled Road Rocket to get me under way and only reluctantly let me pay for it.

In one hour the bike was ready to ride again and an hour after that, topped up with lunch courtesy of Mrs. Beebe, I was back on the road north...next stop! Montreal, Canada, where the faithful old Matchless that had been with me five years and all the way from the farthest off to the farthest out points of this continent in thick and thin, richer and poorer, better or worse (sob!) **disappeared.** Yep, vanished as soon as we got to Canada. You can bet that put me through some changes. How the bike got stolen and how I got it back will be the subject of the next thrilling installments, titled "The Motorcycle Thief."

GET AWAY

LARRY BERGQUIST

BLASTED HIS WAY TO FIRST OVERALL AT THE JACK RABBITS M.C. "BIG HARE RUN" SUN. JAN. 15th LARRY AND HIS SCREAMING "67" BSA 650cc HORNET BEAT OUT 480 OTHER ENTRIES TO GRAB FIRST PLACE GOLD !

WITH

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Above: Larry Bergquist and his BSA.

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MEET THE RACERS

Bard Hanson 64w Expert

This really should be the success story of a racer, for Bard Hanson has really "made out" as the saying goes.

Pleasant personality Bard is one of the few riders in the U.S. to hold an AMA expert competition card in all classes of racing including Hill Climb. This young man, age 20, is also the owner of a Yamaha and Bultaco dealership in Everett, Washington and has already had three successful years of business. Bard was originally from Seattle, but now makes his home in Bothel, Washington with his pert wife Cay and their little daughter Karine.

Bard began racing by riding scrambles, but when offered a professional ride by Bob Budschat, National No. 13, Bard then applied for his pro license. He was a novice in 1963 riding Bultaco. He became a amateur in 1964 and an expert in 1965, still riding Bultaco. Short track is his favorite type of racing and he is a tiger on the track. He says that the Bellingham Short Track in Bellingham, Washington is his favorite course because of the friendly atmosphere at a home town track. His biggest win was also his favorite race. This was at Portland, Oregon in 1963. He was the main event winner there, beating out Dick Mann and other National number holders that night. Bard's worst crash was in 1962 when he was still a sportsman rider. He ended up with a broken collar bone, causing him to miss a season of racing.

Bard says he doesn't plan to make a career out of racing, as running a bike shop is a full-time job. He gives much credit for his racing accomplishments to Tom Hines, who owns the Triumph hill climbers that Bard rides, and to his father, Earl Hanson for his great efforts as his mechanic and tuner at the races. But on the race track or at the top of giant hill there's a lot of talent behind that 64w number plate.

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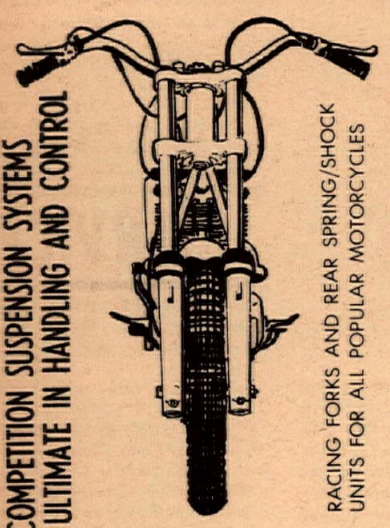

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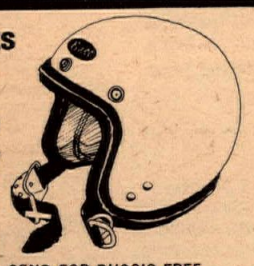

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COOLIES COLUMN

By Wes Cooley

This week will see the ACA Moto-Cross riders participating for the first time on a truly rough scrambles course. This course has not been built for the novice rider. At one location, there is an approximate 450-foot hill with four gigantic 45-foot steps which must be climbed and should be quite interesting for the riders. These are the same type of steps found in most international Moto-Cross championship events in Europe. As we progress farther into our Silver Cup series, we will continue to add various types of terrain and different hazards which are found in international Moto Cross events. This stepped wall will be the first hazard employed.

Lightweight Course

The lightweight machines will not be capable of climbing this wall, so an alternate course has been developed which will allow them to run. We would appreciate it if you would pass the word along to all those who are going to participate in this event that they must be in and signed up before 10:00 a.m. and through inspection as well as take their necessary practice laps before the first event starts. This for the big bore machines as well as the lightweights. We promise you who enjoy true Moto-Cross events that you will find this course quite spectacular. We also suggest if you are going to participate that you bring knobby tires suitable for up and down rough terrain. Hope to see you all this Sunday at Castaic Park, the new ACA Moto-Cross location. Ambulance, concessions and toilet facilities will be available.

Requirements To Join

For eligibility of insurance this year in order to participate in ACA events, all riders will be required to join the ACA; membership fee is $2.00, that is, if you have a valid competition license from some other association. If not, you will be required to buy an ACA Jr. National competition license which is $5.00 this year and allows you to compete in all amateur events. Professional license remains at $10.00 and will be required for all professional events as well as road racing and speedway.

Initial Outing

Those of you in the ACA who have received recent mailing concerning an upcoming road race event to be held out of state, don't be alarmed; we understand the AFM is doing the mailing now for the AMA and this is how the AMA received your address in order to mail an entry blank directly to you. We also understand some of the local chapter members of the AFM have been spreading the word they are the only association trying to cooperate with the AMA for the betterment of motorcycling.

ASCOT SHORT TRACK

J.C. Agajanian's first race promotion of 1967 will be an American Motorcycle Association short-track meet at Ascot Park Sunday afternoon, Jan. 22, at 2 p.m. Gates open at noon.

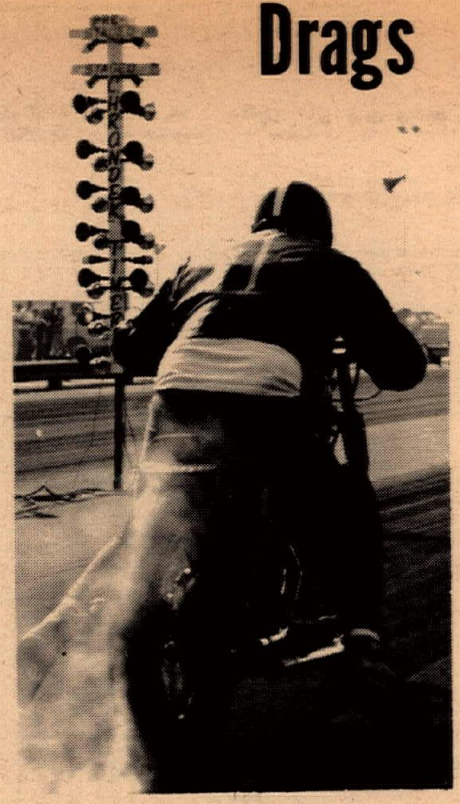
"Aggie" expects more than 130 entrants for the opener, which will be filmed for later presentation on TV.

Already signed are such prominent performers as Sammy Tanner, the 1966 Pacific Coast champion in the big bikes; Mert Lawwill of San Francisco; Dick Hammer, Skip Van Leeuwen, Bob Bailey, Gene Romero, Butch Corder, the Northern California short-track leader and Ralph White.

For this race only all categories of riders — experts, amateurs and novices — race together on 250cc machines. The last show on the tight quarter-mile course turned out to be a sizzler and prospects appear strong for a repeat.

The cycles are coming off of a year which was perhaps the best in Southland annals. It appears that interest will continue high for 1967 in all categories — short track, flat-track and steeplechase.

Drags



By Bob Ebeling

Those who are not used to Clem Johnson's Vincent, and his careful breakin runs, were unimpressed as the early morning qualifying sprints took place on Irwindale Raceway's asphalt. But, Sonny Raslawski was not hindered by seating new rings or etc. and set the crowd to oh's and ah's in a 10.33 second and 150.00 mph run, right off the trailer! As the day progressed Clem drew a new look of respect as his miles per hour rose to 155 and the elapsed time dropped to 10.44 seconds.

A third bike arrived in time for one shot at reaching the 11.50 second qualifying time that is mandatory for a chance at the top fuel money. Bob Michaels and his "Black Knight" Harley-Davidson made the elite ranks of top fuel contender by logging in a 11.37 second, 129.85 mph run.

Fastest on Gas

Triumph was well represented in the Street and Gas divisions and the fastest and quickest timing tickets were in their possession. Tony Dodge made repeated runs that showed good results on his unit-constructed Bonneville. Tony's best was 12.28 — 108.82. In the Gas drag bike clan, Nira Johnson held the Triumph lead with 11.93 — 113.92 as the other brand contenders such as Bob Braverman and Ed McDonald pursued hot on his heels with runs in the low 12-second bracket.

Trouble, Trouble

Everything looked great for a day of good racing until the Irwindale Manager, Mr. Minnock came to the pit director's truck and brought attention to the cycle's excessive speed in the pit area. As if to prove his claim, Mr. Minnock pulled away in his Ford Mustang and was immediately broad-sided by a Yamaha street bike. The bike's rear brake had been locked for an approximate distance of 60 feet, which piled the evidence pretty high against the cycles' lack of complying with the 5-mile speed limit in the pit area.

Mr. Minnock was not originally in favor of the cycle participation at Irwindale and had reluctantly lowered the barrier. A word of warning to drag racing enthusiasts seems not at all necessary, for our threatened future should be obvious. But, I repeat; The speed limit at all and any locations within the pit area is **5 miles per hours.**

Class Eliminations

B Street had seven entries and the eliminations found Triumphs in all models--T.T., Bonnie, TR-6, etc.--facing one another with an occasional BSA thrown in. One by one the ranks were thinned and when the final race was over, Tony Dodge, the fastest qualifier, collected his well deserved trophy gold.

A Street was not a class for slow machines. Bruce Miller and his Harley Sportster shut down similarly-mounted opponents such as Sal Estrada and at the same time, made the 45-inchers such as Enfield wish he would pick on fellows only his own size. Bruce's class win was done in 12.81 seconds at 105.00 mph.

There was quite a surprise in the E Street class as Yamaha finally overcame the strong winning streak of Suzuki. Mike Cash was the man with a Yamaha owner's victory smile and he earned it by turning 15.15 E.T., 92.37 mph.

The Gas eliminations were spiced with a bit of brand competition such as Norton vs Triumph and Honda vs Triumph.

Walt Magness and Honda didn't put salt on Len Jasmin's 30.50 Triumph's tail because he was never close enough. Len's bike won the class with Bob Michaels as rider, turning 13.08—100.55. Next week Walt will not try salt but will rely upon the full power of the twin barrels of his 450 Honda.

The actual final race between Norton and Triumph never came to be for Dick Moulder's Norton was forced to shut down before staging due to bad oil spillage and Nira Johnson made a single run for class victory.

A real center of interest was Steve Rowles' Suzuki and Bob Braverman's Yamaha in E Gas. But again the brand battle never came to be. Steve blew it all in an earlier single run and left it to a race of Yamaha vs Yamaha. Ron Knapp and Braverman left the starting line together but as Braverman pulled ahead of Ron we in the pits heard a new version of the old horse cliche in the form of, "Aw, get a fairing."

Top Fuel

A flip of three coins decided who would take the honor of sitting out the first round. Bob Michaels drew the odd coin and stepped aside as Sonny Raslawski and Clem Johnson rolled out onto the fire-up road. Each towed and fired to a lusty roar and the only sound with a greater volume, was the crowds' cheer as Clem received the winner's light in a close race.

Each time that quarter-mile trip is made, the life span of a fuel machine is much shorter and Clem Johnson's clutch showed signs of having lived too long, but still it held. When Bob Michaels fired on his roller starters, Clem began the big push. Again the roar of nitro-burning power and a perfect staging on the starting line began the Christmas tree lights on a countdown to green.

Michaels was out of the hole first but Clem's Vincent pulled up and ahead without hesitation. Suddenly the big Vincent's tone of acceleration was broken by staccato backfires and its speed decreased rapidly. The Vincent had put out its power just long enough to take Clem through the winning lights first with Michaels gaining at every last foot of the quarter. Clem Johnson took the winner's purse, but his hands were moist with nervous perspiration after a close brush with racer's luck.

Top Gas

Handicap made each machine equal and every race was decided by a wheel or hundredth of a second. Bob Braverman's consistent 12-second Yamaha had a slight jump on Nira Johnson and as the Triumph tried to make up the distance, everyone held their breath waiting for the winner's lights.

If Nira hadn't won in the short 11.93 seconds every spectator would have needed artificial respiration.

Top Street

Triumph again made the winner's circle, but it was not the biggest and fastest as many expected. Fifty-five-inch Harleys, 650 Triumphs, Hondas, Yamahas and all class winners were sent down in repeated defeat by Harry Couch's 30.50 Triumph's consistent elapsed time. Harry turned a best of 14.00 seconds at 93.00 miles per hour and proved that in a handicap, the shifts can't be missed or be too early or too late.

Coming Attractions

The best match race yet run is scheduled for January 29th at Irwindale Raceway. Dick Rios is coming back with his twin engine Triumph, "Two Timer" in a determined effort to regain the twin-engine crown from Murray & Cooks' "Flustration."

Last year Boris and Jim defeated Dick in a two out of three at Fremont, Calif., and Mr. Rios is sure that luck will be for and not against him this time.

Clem Johnson has agreed to act as the back-up machine, in the event either contender has mechanical failure. If it happened, Clem would step in and race the remaining machine. If not, then he will demand satisfaction in a two out of three at a future date.

Next week is the normal trophy eliminations and then "heads up" for money at Irwindale. Who's fast, quick and consistent will be proven in these races for the purse of gold.

DRAGS

IRWINDALE DRAG RESULTS
January 15, 1967

TOP FUEL: Clem Johnson	Vin	10.44—155.00
TOP GAS: Nira Johnson	Tri	11.93—113.92
TOP STREET: Harry Couch	Tri	14.00— 93.00
A/STREET: Bruce Miller	H-D	12.81—105.00
B/STREET: Tony Dodge	Tri	12.28—108.82
C/STREET: Harry Couch	Tri	14.00— 93.00
D/STREET: Steve Peterson	Hon	16.29— 77.65
E/STREET: Mike Cash	Yam	15.15— 91.37
F/STREET: Eddie Deiters	Bri	19.46— 71.00
A/GAS: Ed McDonald	H-D	12.30—108.95
B/GAS: Nira Johnson	Tri	11.93—113.92
C/GAS: Lyn Jasmin	Tri	13.08—100.55
E/GAS: Bob Braverman	Yam	12.36—106.25

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By Roxy Rockwood

THE FINISH LINE

A big double-header last weekend with the indoor antics at Long Beach and the super speeds at Carlsbad. The nice thing about both events is that there will be more in the near future.

Long Beach is getting to be the wildest racing of all with some of the many spills and slides bordering on the unbelievable. How those riders can bang and crash and still not get injured is a medical wonder.

Looking back to the first events of this type a year ago it is easy to see that the many top riders who came from the dirt track ranks really have caught on to what it is all about.

To keep them off guard the track will again be changed for this Saturday night's races. The track was in many ways too fast last week, if you can believe that. Even Sammy Tanner has become a bend and bust'em charger and looked great last week. Sammy likes the high groove but there isn't any at Long Beach so he joined the insiders last Saturday and made money — for the first time.

Kudos to the North

The northern riders, and there are many, really help make the show and are a great bunch of chargers. Odom, Cancilla, Cranke and quite a few more are welcome additions to the newest and latest in two-wheeled oval racing.

From it all is going to come some top notch dirt track novice riders this year as you have to charge and stick a wheel in where it doesn't belong at Long Beach just the same as Ascot. From it will come some chargers with the green plates for the outdoor season.

Long Beach continues to top them all for a thrill-a-minute action and there are only two more events left until next December. The wise riders are coming down again next Saturday afternoon for the extra practice as these are the riders that usually make the money at night. Those practice sessions, if you have the time to come down early, rival the racing at night for wild, wild action.

...And On Asphalt

Down at Carlsbad last Sunday it was great road racing all the way. It took last year to really build the show but now the Playboys M.C. and Sandy Belond have arrived. The new short course, the production class for lightweights and the many stars of road racing all go towards making Carlsbad the home of road racing the way all the riders like it.

The events are short, quick and close to give the fans what they want. Road racing is new and has lacked spectator interest but Carlsbad and the type of show they put on last Sunday has changed all that.

The riders, 140 strong, on all sizes and brands of machines give every fan a favorite to watch. The race on February 12th will be the last for the locals to get ready for Daytona. It should be a baby Daytona all by itself as we have talked with all the distributors and all the name riders who are heading east and they will be at Carlsbad in full force.

Double-Header this Weekend

Another big weekend this week with Long Beach on Saturday night and the second short track ever on the quarter mile at Ascot on Sunday afternoon. The first time ever in the area that we have had a double-header short track show.

Fans can now compare top riders on the inside and outside as the two tracks are entirely different. The last one at Ascot, last Fall, featured Chris Draayer as the big winner but Chris could not even make the main last week at Long Beach. It was not Draayer's fault as he arrived late from Utah and had little time to get the bike ready.

The Ascot show will start promptly at 2 p.m. and with all the riders down from the North, there should be twice as many for two shows.

I wonder what the regular Friday night shows for the oval would look like this coming season if the big bikes stayed on the half mile and the novice riders ran on the fast quarter mile???

The first TT at Ascot comes up on Sunday afternoon, February 5th. Half mile season is just around the corner and will begin the first Friday night in April.

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SCRAMBLIN' AROUND

By Maureen Lee

Here we go again! The 1967 season opened right off the bat with controversy. The one first stated in this column about the subject of "earned" number plates is still going hot and heavy. A few people still seem to think this was my own little idea. It wasn't. I've said before, the thought was given to me before it was presented to the Sports Committee so that it could be spread around a little more before official action took place.

The Competition Committee has been discussing this and at the last meeting of the Sports Committee, it was even put to a vote, but was tabled to go back for further discussion to the Comp. Comm. If you have any thoughts on the subject, these men have asked for ideas, so let them know!

We've had more letters on this than on any other controversy we've written about, but more of them have been from "loners" than from club members. Most of the non-club members feel that they shouldn't be penalized because they are "loners." I say, fine and dandy. But how about the club members? As the system stands now, these men are penalized MORE for belonging to a club than for being a "loner"...and to all the loners in the world we say this ... what happens the day you go to ride a scrambles and there is no one there to take your entry, flag off your race or most important, pick you up when you go down boom? The idea that ALL competition members must belong to a club is ridiculous. We even know of people who send in for a competition number so they can impress the neighbors (and we're not kidding.) But the serious competitor would not be able to get his points unless people worked for clubs, and they must have their say too. We cannot stress enough that right now it is more of a penalty to belong to a club than not to belong, but without clubs there would be no events! It's a Mexican stand-off!

If a club member is strongly in contention for a number one plate or not, there seems to be either one or two solutions. Either he be given a percentage of points won in the class he is ineligible to ride in because his club is sponsoring the run (this will help out the guys who will never get to the point of a top ten plate). Or else if he is truly in contention for that coveted number one, he could be allowed to ride in his class that day as long as he works part of the day for his club.

The Sinners M.C. is holding two scrambles trophies for Peter Wendorf #771 and John R. Smith, #483. Call: 222-2720 or write 2422 Riverdale, L.A. 90031.

Remember the Easter Egg Hunt I mentioned before the holidays? It's still on, but has been moved up to April 2nd, still an Open Sunday for scrambles riders. The Easter Bunny will hide cans containing notes for such prize bikes as a Montesa, Benelli and White plus some others. Also some other real goodies of interest to all bike enthusiasts will be won. The top prize is $1000 and just think what you could do with a $1000. Buy a new scooter or fix up the old one with a flotested head and super-hot cams, pay Christmas bills or take your wife to Hawaii. Or, order set of custom leathers for every Sunday in the month with, helmets painted to match! Anyway, with no events scheduled that day for "us-type" riders, it's a good suggestion for what to do that Sunday.

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Flat Track

Expert	$	No.	Name	Points
1	$696.60	7	Sam Tanner	2322
2	543.43	22	Dan Haaby	2003
3	352.08	15	Ralph White	1966
4	275.54	22Z	Gene Romero	1249
5	237.27	37	Mel Lacher	1112
6	160.73	77	Chris Draayer	996
7	122.46	27	Guy Louis III	991
8	107.15	18	Mert Lawwill	781
9	99.49	24X	Charles Jones	681
10	84.19	20R	Elliot Schultz	659
Amateur				
1	$191.35	12X	Ron Kruseman	1555
2	153.08	17X	Randy Say	1365
3	114.81	36X	Peter Bodette	1185
4	95.67	55X	Casper Greif	1160
5	76.54	47R	Shorty Seabourne	1068
6	57.40	49R	John Carter	1050
7	38.27	10X	Johnny Isaacs	995
8	38.27	31X	Bert Ershig	780
Novice				
1	$ 95.67	256R	Marty MacDonald	2165
2	76.54	255R	Larry Pruett	2036
3	57.40	295R	Don Roberts	1686
4	45.92	102R	Phil Todd	1209
5	38.27	254R	Mike Morton	1150
6	30.61	159R	Leonard Earl	727
7	19.13	234R	Dan Kelly	682
8	19.13	324R	James Ashmore	444

T.T./Road Race

Expert	$	No.	Name	Points
1	$395.10	12	Eddie Mulder	1347
2	307.30	59	Skip Van Leeuwen	1287
3	197.55	22Z	Gene Romero	1196
4	153.65	88	Jack Simmons	895
5	131.70	16	Dick Hammer	765
6	87.80	91R	Dusty Coppage	664
7	65.85	22	Dan Haaby	549
8	57.07	63	Dave Palmer	462
9	52.68	24	Jack O'Brien	465
10	43.90	33	Bob Bailey	391
11	21.95	58X	Dallas Baker	205
12	21.95	46X	Travis Petton	197
Amateur				
1	$109.75	39X	James Berry	1220
2	87.80	26X	Rich Thorwaldson	1162
3	65.85	12X	Ron Kruseman	600
4	49.40 Tie	41X	Jack Konle	575
5	49.40 Tie	44X	Dwayne Keeter	575
6	32.92	75X	Gary Bailey	520
7	21.95	72X	Del Shurley	365
8	21.95	51X	John Bradford	350
Novice				
1	$ 54.87	162R	John Sprague	980
2	43.90	49Y	Mike Lithicum	900
3	32.92	53X	Danny Reed	693
4	26.34	175R	Eugene Cannady	615
5	21.95	102R	Phil Todd	505
6	17.56	258R	Carl Patrick	460
7	10.97	106Z	Joe Roseberry	395
8	10.97	88Z	Roy Spiker	375

Short Track

Pos.	$	No.	Name	Points
1	$93.32	12	Eddie Mulder	520
2	76.32	88	Jack Simmons	400
3	63.60	22	Dan Haaby	246
4	50.88	18	Mert Lawwill	185
5	42.40	25	Cal Rayborn	174
6	33.92	77	Chris Draayer	157
7	25.40	71R	William Landguth	150
8	16.96	59X	Lee Stumpenhaus	125
9	12.72	94X	Eddie Wirth	124
10	8.48	15	Ralph White	116

	Purse	Average Purse	Races	Point Fund
Flat Track	$59,767.	1,928	31	3,827
Short Track	16,144.	2,018	8	424
T.T. Road Race	39,629.	2,201	18	2,195
	6,100.	2,033	3	
Total	$121,640.	2,027	60	6,446

Rider Point Fund is derived from pit gate entry fees. Each Rider and Mechanic pays $2.50 per event; 50¢ each goes directly to point fund; $2.00 goes to A.M.R.M.B.A. for rider insurance premium. The Point Fund is distributed the same as prize money. Actual point fund payoff is 25¢ less to provide for cashiers check fees.

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TRADE — 250cc Parilla Gran Sport Road Racer 2100 miles, street legal for land in Marquesas, transportation to same, or $400. See after 6 at Apt. 37, 7136 Miles, Huntington Park.

HONDA SCRAMBLER 160—Metal flake paint, 1700 miles, like new. Must sell $475. Riverside 684-9046.

CR110 50cc ROADRACER, 8 speed, double overhead cam Honda, Fairing, ex. good cond. Dunlop tires, show cond. raced only one time this year, 1st at Cotati $525.00. 295-7295 days, 244-6505 nights.

HONDA CB450—Immaculate. Barnett clutch, "E" series carbs, change in gear ratios included, and Fiberglass tank. Drafted make offer. Ph: (213) 395-6384 or (213) 754-1796.

TRADE Two "Ducati 50" wheel assemblies, rear fork, axles for hand gun or ? Lots of other odd parts laying around. Barry Sulkin, 3973 Bentley Ave., Culver City, Calif.

65 HONDA S-90 low mileage $250.00 or best offer. 985-1969.

KIM KIMBALL SAVES $68.00 A MONTH
With Jim Manning Life Insurance. Phone: 627-0445. 530 W. 6th St., Los Angeles, Calif.

DOT '66 featured August Cycle World. Xlnt. cond. engine recently rebuilt, Barnet clutch, Albion gear box—ready to race. Very reliable. $625.00 (714) 548-2598.

SELL/TRADE: Road Racer 6 spd. Bultaco 125cc gearing, Jeting, Spears for $750.00 or 250cc G.P. Road Racer. Call 430-9447.

FOR SALE OR TRADE — 1965 Bonneville. Strong engine, glass tank, seat. Extra set Alloy wheels, complete set of gearing. Ascot Expert main event machine $1100. Call (213) 395-1469.

PROGRESSIVE DEALERSHIP FOR SALE
Centrally located in the Fastest growing are in the U.S. (Orange County). Must retire due to poor health. Good show room and large outside display area. Service Dept. that is fully equipped. Will consider any reasonable offer. Write to Box S, % Cycle News, 6477 N. Long Beach Blvd., Long Beach, California.

MOTORCYCLE, MOTOR SCOOTER Liability Insurance, low as $19 year, (motorcycle, motor scooter insurance our only business) Phone 295-2054 or write for application, California Motorcycle Dealers Association, Box 43262, Los Angeles, 90043.

BULTACO — 1966 250 TT, Rebuilt 1/5/67. Extra set of wheels. Comp. release $550. Phone: 439-2447.

CULVER CITY CYCLE CENTER — 10248 Culver Blvd., Culver City, California 839-9000 COMPRESSION RELEASE FOR ALL 2-STROKES. We also specialize in tuning and rebuilding BULTACOS.

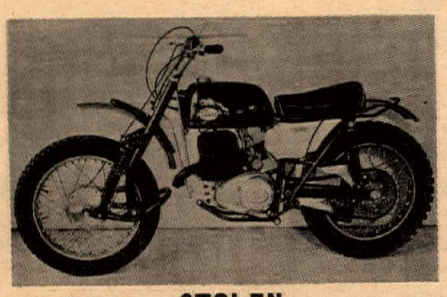
TOHATSU PARTS
We've got them all—fast COD service. Ocelot Engineering, 950 Kendall Ave., San Bernardino, Calif. (714) 882-1019.

CERIANI FORKS & REAR UNITS
You've heard about 'em—we've got 'em! Units for street, scrambles, road racing, desert, lightweight, dragsters. Literature now available. Steen's, 1635 W. Valley, Alhambra, Calif. 283-8229.

WANTED BSA 21", 30", 40", 1955 to 1962 any condition. DA 0-5303, P.O. Box 102, Lomita, California.

SELL OR TRADE—Immaculate Harley chopper. Ed Wade, 836-6450 evenings.

1966 CRTT Sprint Roadracer. Complete with fairing. Engine just completely rebuilt, $800. Fred Nix, 620 S. 16th St., Lawton, Okla. Phone: EL 3-6105.



STOLEN
From Nick Nicholson. Reward $100.00 for information. Trials model Greeves. FRAME 24MX3B1313. Call PO 4-8674.

BSA Flattracker—engine good, frame virgin. 1117 Harrison, Berkeley or 415-527-0466.

FOR SALE: 1965 Triumph Cub 205cc excellent condition. 3800 miles. Hill climbing sprocket included $490.00. Phone (213) 941-9517. K.D. Miller, Jr., 12818 S. Stanhill Dr., La Mirada, Calif.

'64 YAMAHA 250 Dirt Bike; scrambler pipes; 52 Tooth rear sprocket; Triumph rear shocks; have street running gear; best offer over $300.00. Ph. 651-4816.

MANAGER wanted for busy shop in L.A. area. Must know English and Japanese Cycles. Good pay and good working conditions. Culver City Cycle Center, 839-9000.

1962 250 HONDA ready for racing $250.00. 1 set Harley KR cylinders 20 over $50.00 and misc. KR parts. 243-0391 after 6 p.m.

FOR SALE—64 Greeves Square Barrel, Alpha Bottom end, skid plate, tuned exhaust, very good overall condition, & very reliable $450. Phone: 469-2358.

YAMAHA 250cc Sport Twin. New Mtr. & tires, Entire bike in excl. cond. $395.00 or trade for Yamaha "80" or ? Randy 696-1674.

MATCHLESS FLAT TRACKER for sale or trade. TO 6-8673.

'65 TT SPECIAL, exceptionally clean. Best offer. Call 286-0492.

GOODYEAR DIAMOND tires, 400x18 front & rear, new $12.00 each. 767-6984.

65 HONDA SUPER HAWK for trade for good Dirt Bike. Call 783-8640.

SELL—1964 500cc Triumph Desert Bike. Good shape. Trade—Want Bultaco for 1964 500cc Desert Triumph. 761-3231.

BSA 350cc Enduro Star. Almost new—less than 1,000 miles on complete bike. Perfect condition. Extras. $675.00 Bell helmet (7-1/8) $25.00. (805) 544-3599.

1965 GREEVES 250cc Trail 300 miles. Excel. cond. $550.00. Ph. 596-1022.

THAT SUPER-SANITARY 1966 Triumph 650cc TR6 written up and picutred in Cycle News last fall is still cleaner and better than new! Will sacrifice this most excellent motorcycle for $1,175.00. If you're serious call now before I change my mind, Dan Cotterman, (213) 334-3517.

1965 HONDA 160 clean, Pirelli's $475. or best offer (805) 495-8761.

'58 VELOCETTE 500 w/1½" G.P. Carb, glass tank, ext. fast. "In the proverbial Basket" trade for: you name it. Phone: 213-379-4097.

1966 VELOCETTE 500cc Scrambler, less than 200 mi. never raced $500.00. 1965 Jawa 125cc Trials $150.00. Call OL 3-8909 after 6:30 p.m.

1966 CRTT Sprint Roadracer. Complete with fairing. Engine just completely rebuilt. $800. Fred Nix, 620 S. 16th St., Lawton, Okla. Phone: EL 3-6105.

1958 FORD RANCHERO 352 V8 automatic in excellent condition $600.00. Phone: 334-5912 or 962-5788.

FOR SALE—64 Greeves Square Barrel, Alpha Bottom end, skid plates, Greeves tuned exhaust. Very good overall condition and very reliable $450. Ph: 469-2358 after 6 p.m.

HONDA of Pomona's 450TT Racer. Frame modified, extra gears, engine fresh, tires for Prado. $900.00. Contact Tony Simon, 714-624-0187 after 6:00 p.m.

HONDA 350TT Racer. Frame modified, extra gears, engine fresh, tires for Prado. $475.00. Contact Tony Simon, 714-624-0187 after 6pm.

1963 TOHATSU set up for dirt. Good condition. Make offer. Phone: 635-2079.

1962 TR-6 Desert Bike, fabulous condition. Completely rebuilt to 1966 spec. Call Larrie at 899-9511, days, or ask for Dick, at 896-4741 after 6 p.m. & weekends.

IMMACULATE DUCATI DIANA 1966 Mk. III. Alloys, Thruxtons, Fiberglass saddle, Tach. Near new and never raced $575. Call 475-1554 eves. or wknds.

1967 BULTACO PURSANG M.C. Never raced, excellent cond. Make offer NE 5-7934.

WANT late model 500cc Triumph Desert Bike competition equipt. only have 1961 Triumph 650cc & cash to trade. Call eves. EX 8-2295.

1954 FORD PICKUP ½ ton, good condition. Phone: 462-3826.

WANTED—Used 1966 Ossa 175cc scrambler. Wolfe, 13260 Tripoli, Sylmar. EM 7-2016.

1966 SUZUKI 80cc Trail bike $270.00. Phone GA 3-5880 afternoon & evenings.

WANTED BSA 21", 30", 40", 1955 to 1962 any condition. DA 0-5303, P.O. Box 102, Lomita, California.

1956 TRIUMPH 650 dirt bike $350.00. 1965 250 Honda ready to race $250.00. 1 set Harley KR cylinders 20 over $50.00 and misc. KR parts. Call 243-0391 after 6 p.m.

FOR SALE—Yamaha 250cc Sports Twin. New Mtr. & tires. Excel. cond. $395.00. Phone: 696-1674 Eves. Randy.

HONDA—KAWASAKI MECHANIC WANTED
Busy motorcycle shop in Los Angeles needs two full-time, experienced mechanics. Excellent pay and good working conditions. Please submit resumes to: Box H, Cycle News, 6477 N. Long Beach Blvd., Long Beach

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BULTACO — 1966 250 TT, Rebuilt 1/5/67. Extra set of wheels. Comp. release $550. Phone: 439-2447.

1967 MAICO 360cc Moto-cross $795.00. 40-80 cu. in. Roots super charger $50.00. Brian Febre, NE 6-9761 days, TH 2-1823 nights.

1959 FORD RANCHERO 352" eng. overdrive, radio & heater, very clean $575.00. GA 8-4419.

1966 GREEVES CHALLENGER
Moto-Cross Scrambler, spotless throughout. Phone: 792-4894.

DIRT BIKE — 1954 Dot Scrambler 200cc $150.00. Phone: 428-2380.

TRADE: 30-06 Springfield rifle for cycle or Box Trailer; Montesa Scorpion sprockets 51T, 61T, 80T for Hodaka front wheel and hub; large Bates sold saddle for small. Call 347-5651 Ext. 3434 Mobley.

TWO LEFT, new 1967 Dot Scramblers $700.00 each. Must make room for the all new 1967½ Dot Scramblers. Van Wyck Enterprises, 8841 Brookhurst, Anaheim, Cal. Phone: 776-3809.

'66 MX3 Factory Works, GREEVES Challenger Phone: 341-0694.

'65 BULTACO 200cc Metralla. A sleek road bike in excellent condition. The Spanish flyweight with amazing performance and real class. Just $375. Phone: (714) 546-8158.

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